

WORLD-WIDE

AIR TRANSPORTATION

(REG. U.S. PAT. OFF.)

AIR CARGO * * * AIR COMMERCE * * * AIR TRAVEL

MAY
1947

In
This Issue

Transportation and
World Trade Week

in Merchantman
'Nuff Said

Commerce on a
Global Scale

Airline, Meet Mr.
Forwarder

Trade by Air the
World Over

Special 16-page insert
giving the latest inter-
national Air Express and
Tables; a comprehen-
sive list of Foreign Airlines
in the World, the only one
that anywhere; and
complete lists of the
Section 492.1 and
new Section 292.5,
Economic Regulations



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specifies...**

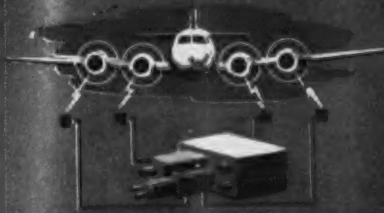


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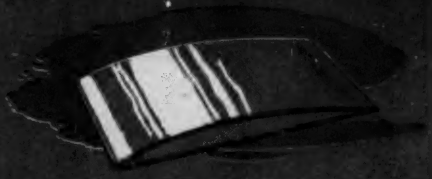
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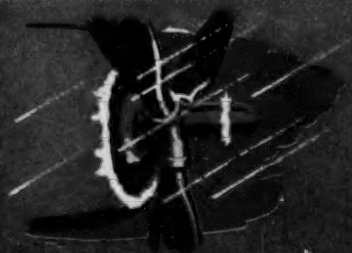
FIRST IN FLIGHT



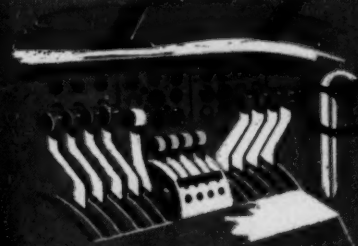
SELECTIVE FIXED PITCH



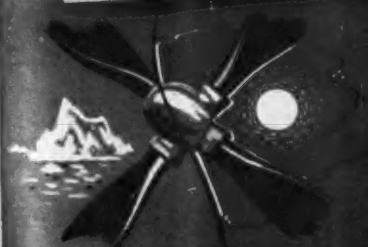
FEATHERING



PROTECTOR DISCONNECT (Control at Engine Unit)



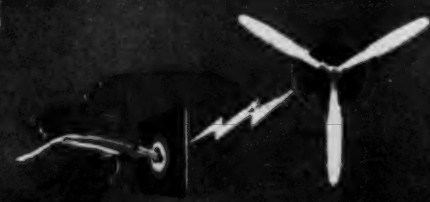
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UNIT SERVICEABILITY



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SHORT TAKE-OFFS

PAN AMERICAN WORLD AIRWAYS will fly more than 2,500 construction men from Seattle to Fairbanks, Alaska, this year. DC-4s will do the trick.

Panagra has been presented with the Air Safety Award by the Inter-American Safety Council in recognition of operating during 1946 without accident or fatality to passenger or crew.

Reduced fares from New York to Havana to Caracas have been announced by Linea Aeropostal Venezolana.

The new Canadian-built 36-seat transport, *North Star*, is now in Trans-Canada Air Lines' service across the Atlantic. *North Stars* are expected to replace TCA's *Lancastrians* on over-ocean routes.

No longer is it called the National Skyway Freight Corporation. The corporate name has been changed to The Flying Tiger Line, Inc. General offices have been moved to Lockheed Air Terminal, Burbank, California.

The Railway Express Agency has published an interesting booklet on air express, *Speed*, which contains quite a bit of useful information. Those desiring copies of the booklet should write the Special Service Department of AIR TRANSPORTATION, 10 Bridge Street, New York 4, N. Y.

PAA's new fare between California and Honolulu has dropped from \$195 to \$135 one-way. The usual 10 percent discount applies to round-trips.

Air France has leased a 13-story building at 683 Fifth Avenue, New York. The lease is for a term of 21 years and involves an aggregate rental of about \$2,000,000.

According to the Douglas Aircraft Company, ATC Pacific Division C-54s flew the equivalent of 1,200 times around the equator during 1946. Record: not a single passenger fatality. There were some 20,000 Pacific crossings, carrying nearly 110,000 passengers.

Research scientists of the Lockheed Aircraft Corporation have perfected a method of studying flight characteristics of aircraft models in wind tunnels at any speed up to 850 miles an hour.

Western World Airlines' new and larger warehouse is now located at 516 West 27 Street, New York. Expansion of business required the larger facilities.

According to the Navy, more than 2,000 surplus carrier and trainer aircraft will be stored in specially constructed metal containers.

Park College of Aeronautical Technology, East St. Louis, Illinois, is offering the first aircraft dispatchers' course in any college in the United States.

Next month is the 13th birthday of the Chance Vought Aircraft division of United Aircraft Corporation. An all-day program is planned for June 21.

AIR TRANSPORTATION

[REG. U. S. PAT. OFF.]

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THE COVER—Three BEECHCRAFT highlight this month's slogan: "World Trade Unites Nations."

JOHN F. BUDD, Editor and Publisher

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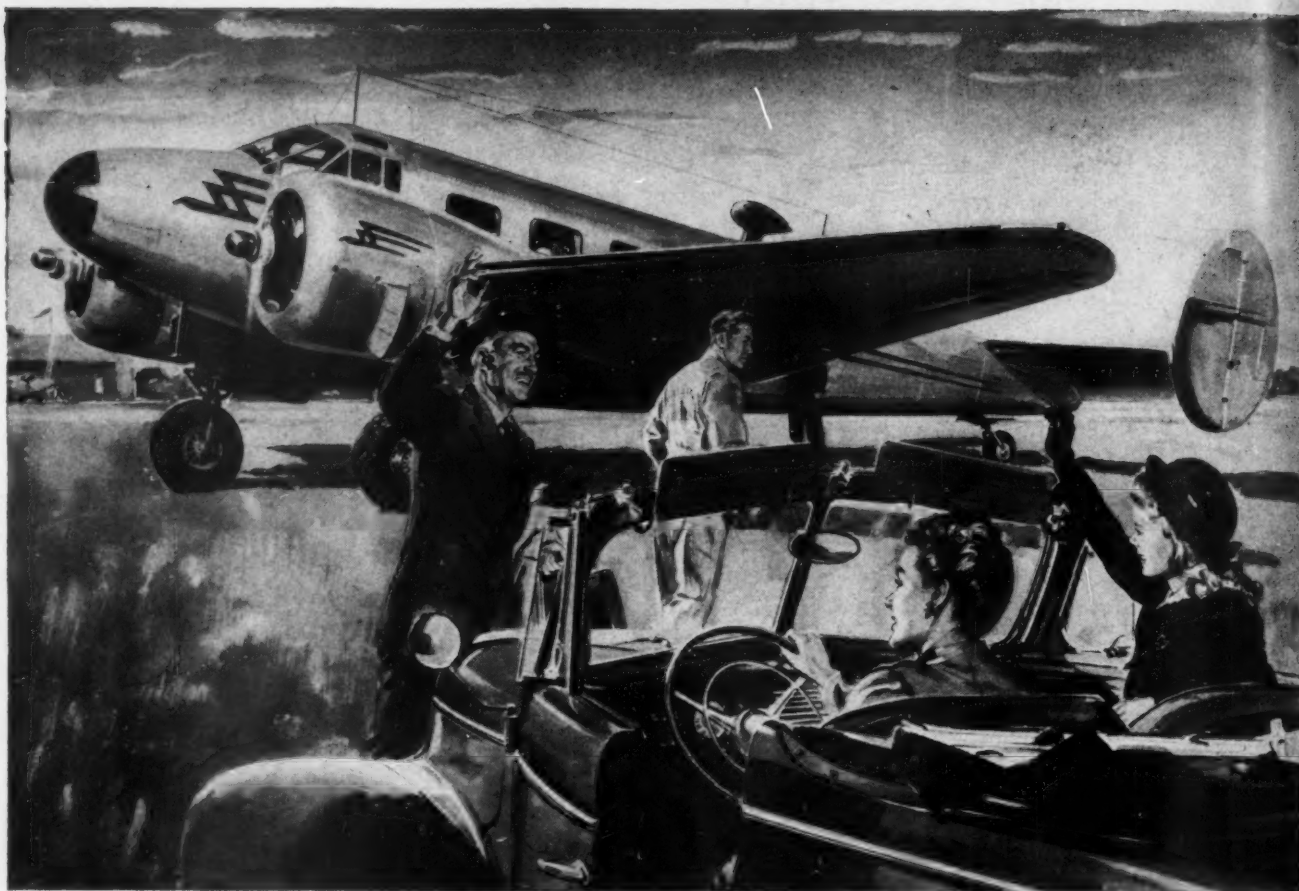
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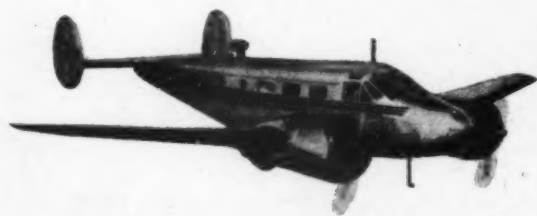
"Be back for dinner, Daddy"

No business is so affluent that it can afford to waste an executive's time. Neither has it the right to usurp those inviolate and all too few hours which belong to his family, his friends, his community—and himself!

Hundreds of American businesses, through company-owned Beechcraft Executive Transport planes, have been able not only to give their executives more time for themselves but actually to increase their efficiency many times over. Speeding on business trips at 200 miles an hour, free of the limitations of scheduled public transportation, executives and personnel can frequently accomplish in a single day what ordinarily would require three or four.

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Your nearest Beechcraft distributor is prepared with facts and figures to help you appraise company-owned air transportation in the light of your own transportation needs. He welcomes the opportunity to demonstrate to you the new Beechcraft Model 18. No obligation, of course. Beechcraft distributors are located in key cities across the U. S. A.



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CORPORATION



WICHITA, KANSAS, U. S. A.

Air Transportation And World Trade Week

By WILLIAM AVERELL HARRIMAN
United States Secretary of Commerce

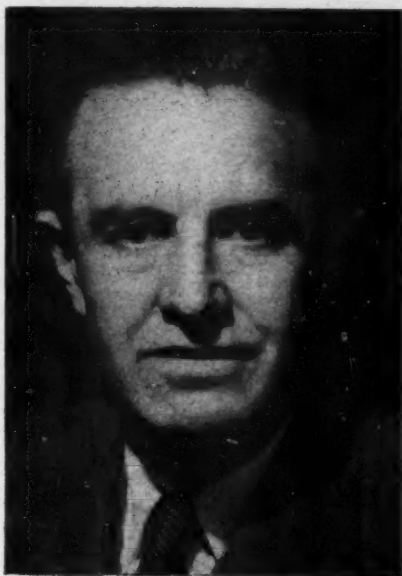
WORLD TRADE WEEK is a fitting time to consider the role of air transportation in an expanding world economy. One of the chief responsibilities of the United States today is to take world economic leadership. This we can do because of our vast resources, our advanced technology, and our system of business enterprise. To achieve a high standard of living for ourselves and for people everywhere, we must maintain full employment and a high level of production here at home. In doing this we must greatly expand world trade.

We must increase our imports so that other countries will have funds with which to buy our goods, and so that we can raise our standard of living at home. We must increase our exports in order to meet the urgent needs of other people for our products and to keep our production at a high level. Expanded multilateral world trade will require expanded transportation facilities of all kinds.

Air transportation of passengers, mail and freight is playing an important role. I am convinced that it is destined to take an increasingly important place in our international transportation structure.

The United States Department of Commerce has demonstrated its belief in the importance of international air commerce in a number of ways. The Civil Aeronautics Administration, which is the largest bureau of the Department, has stationed aeronautical experts in nine foreign countries. These experts have the dual responsibility of assuring safety on airlines of the United States which pass through their respective territories, and of providing advice and information on United States aviation materials and methods. Their efforts will contribute to the improvement of living standards in other countries and will increase our export of aeronautical products, which, in 1946, totaled \$115,320,235.

Because we know that international trade must be a two-way business we are counting on air transportation facilities to help make United States dollars available in all of the countries of the world. Foreign markets will thus in return be able to buy and pay for the goods we export. In 1946, more



WILLIAM AVERELL HARRIMAN

William Averell Harriman appointed by President Harry S. Truman, is now serving his seventh month as Secretary of Commerce. A native of New York, he had a wide industrial background before entering Government service, holding important posts with the Union Pacific Railroad, Illinois Central Railroad, the Merchant Shipbuilding Corporation which he organized, and the American Ship and Commerce Corporation. In 1920 he organized W. A. Harriman and Company, Investment Brokers, which later merged with another firm to become Brown Brothers, Harriman and Company.

When the NRA was a going concern, Harriman served in a number of capacities including that of administrative officer. He has been a member of the Business Advisory Council for the Department of Commerce since it was established in 1933, and served as chairman from 1937 to 1939.

It was in June, 1940, that President Franklin D. Roosevelt called upon his help assigning him to a variety of important jobs. However, it wasn't until March of the following year that the Harriman Mission to Great Britain brought the present Secretary into the full glare of the limelight. There followed additional top jobs which made him a member of the President's inner circle which dealt with Churchill and Stalin. In October, 1943, Roosevelt appointed Harriman Ambassador to the Soviet Union, and in April of last year Truman named him Ambassador to Great Britain which post he held until summoned home to take over his present Cabinet capacity.

than 1,600,000 passengers traveled on international routes of our country's airlines, which flew 65,000,000 miles. A comparison with 1941 when 320,000 passengers flew 15,000 miles on our

international air routes indicates that even greater gains will come in the future. It has been conservatively estimated that by 1955 United States international airlines will carry 2,000,000 passengers a year on longer average flights. To accommodate this traffic they will require 330 aircraft as compared to 180 today and 74 in 1939.

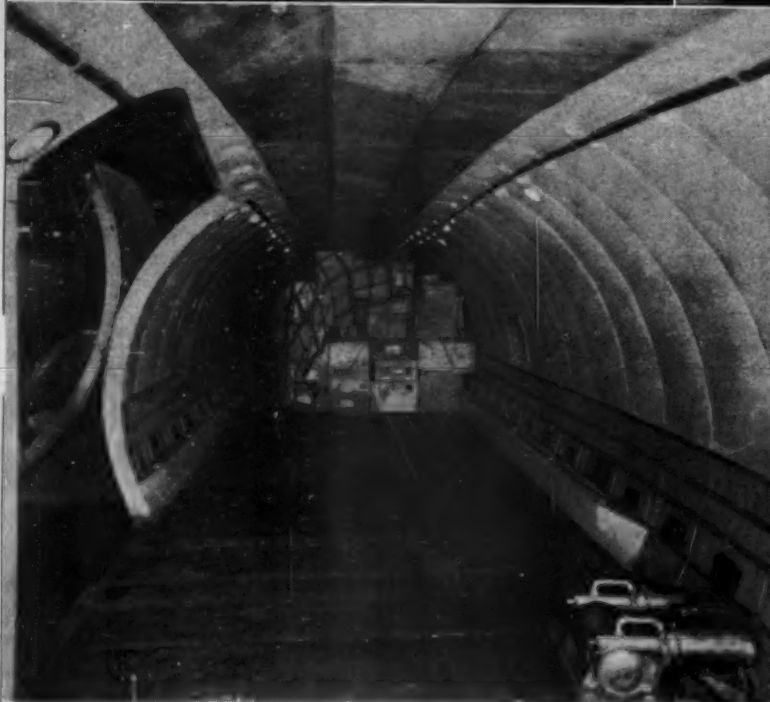
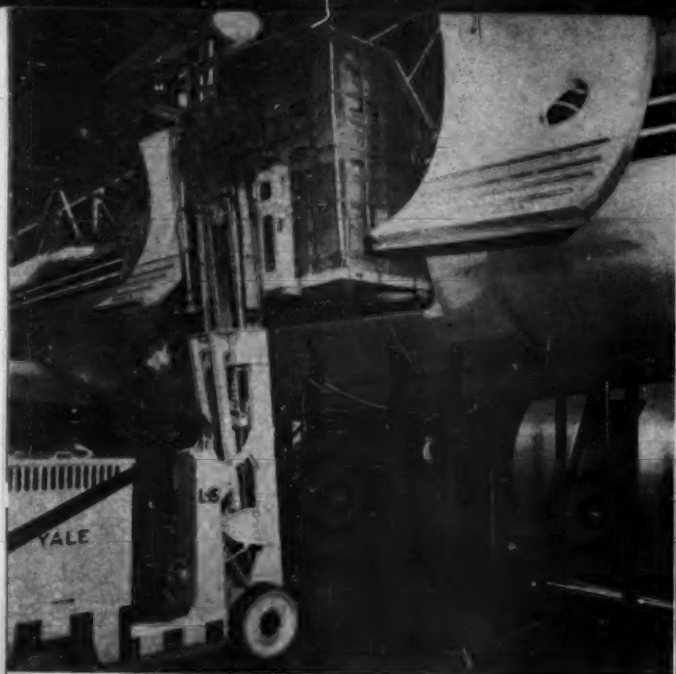
This expansion will contribute to our efforts to maintain high production levels and full employment. Each of the new aircraft required represents hundreds of thousands of dollars to a domestic industry which provides employment for thousands of people. In addition, a substantial labor force is required to operate, service and maintain the planes.

To encourage the expansion of so significant a segment of our transportation system, the Civil Aeronautics Administration has undertaken an extensive study in cooperation with other government agencies and representatives of industry. A committee has been formed under the chairmanship of the Assistant Secretary of Commerce to study the best means to facilitate international air travel by simplifying regulations on customs, immigration, public health income taxes, and other matters which so greatly hamper the traveler and commercial shipper.

A working party of this committee has been sent on a 20,000-mile tour of the United States airports of entry. The party has been able to solve many problems in the field and has submitted a number of recommendations which are being acted on by the member agencies as rapidly as possible. In each city a local working committee is organized to help solve difficulties.

The problems of maintaining a high level stable economy is so important to establishing and maintaining a permanent peace that it will require the efforts of all business and industry working together to attain these goals. The international aircraft industry is to be congratulated on its contribution not only to the economic and commercial phases of the problem, but also for the assistance it gives all people of the world to import and export cultural and political ideas.

In our international relations, both commercial and political, the speed of air travel has proven of outstanding importance.



Martin Merchantman . . . 'Nuff Said !

HERE'S the 280-mile-an-hour Martin *Merchantman*, cargo version of the highly publicized Model 202, which is expected to do some startling things in the air freight field. Orders already have been received from Willis Air Service, Flying Tiger Line, U. S. Airlines, Mutual Aviation, and Air Borne Cargo Lines.

In these pictures of the *Merchantman* mock-up, which speak for themselves and require no captions, are told the graphic story of a plane built for freight transportation and nothing else. The key to a greater volume of air cargo business and lower ton-mile rates is economy in operation. That, say the experts over at the Glenn L. Martin Company, is where the *Merchantman* fits into the scheme of things.

The plane has a gross weight of 41,000 pounds and a pay-

load of 7½ tons. Consider that this payload is nearly equivalent to that of the four-engine cargo planes now in operation. The 47-foot long cargo compartment has a total usable volume of 2,240 cubic feet. The main cargo door is eight-by-six feet, and a forward door three-by-five feet, eight inches. Tie-down facilities of special design, cargo bins, and net supports all pitch in to stow a variety of freight.

Designers of the *Merchantman* have taken into account the important factor of ground time, and they have come up with special maintenance features to streamline ground operations. Included are an under-wing fueling system, and steerable nose wheel and reversible propellers, which give greater airport maneuverability.

The welcome mat is out for the Martin *Merchantman*.

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Specify Delta for fast Air Freight service from the Mid-West, Far West and Central Atlantic states. Ship through Chicago, Dallas, or Fort Worth from Western points. And through Chicago, Cincinnati or Knoxville from the central part of the nation.

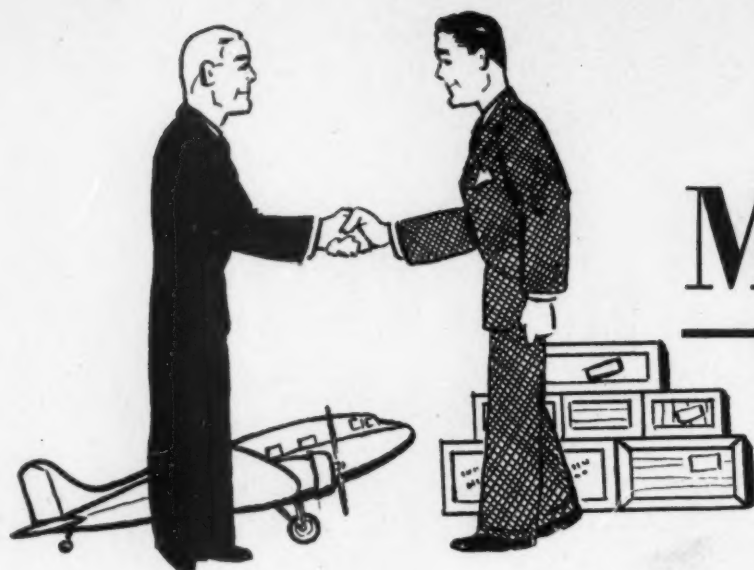
Seven major airlines connect with Delta at these key terminals. All Delta flights carry Air Freight and the high frequency of sched-

ules saves time on transfers. Rates are as low as 21 cents a ton-mile, with a capacity up to 7,000 pounds in the Delta DC-4's. Pick-up and delivery is available in all Delta cities.

Delta's rates apply equally to all commodities. For point-to-point rates and schedules, write to Air Freight Supervisor, Delta Air Lines, Atlanta, Georgia. Or call any Delta office.



General Offices, Atlanta, Ga.



Mr. Airline M

IT'S EASY to say that something or other makes history. There's plenty of that kind of talk, and it's flung around indiscriminately. But when representatives of the airlines and the foreign freight forwarders themselves get together for a heart-to-heart talk, there's definite need to shout about it. Pulling down one's hair has always been good for the soul—and, in this case, it's a boon to the air freight industry.

When the Aviation Section of the New York Board of Trade held its International Air Cargo Forum last month, professional interest naturally reached high pitch. This was Progress spelled with a capital P. Key-note of the meeting was expressed by John F. Budd, publisher of *AIR TRANSPORTATION* and chairman of the Aviation Section, who pointed out that "the getting together of the airlines and the foreign freight forwarders will have a threefold result: it will boom international air freight to the most astonishing heights; substantially widen a new industry, which has been a promising one since infancy; and will place all the airlines on solid footing." Chairman of the forum was William Hetzel, vice president of the General Airport Company, who heads the Section's Forum Committee. Guests, beside the speakers, included Herbert J. Lyall, vice chairman of the Section; Rudolph Feick, secretary, North Atlantic Traffic Conference, International Air Transport Association; and Edmund T. Lynch, airport engineer, Bureau of Aviation, New York State Department of Commerce.

Principal speakers included A. F. Cofod, Jr., president, A. F. Cofod and Company, Ltd.; Joseph Gamburg, general manager, Air Clearance Association, and Eric Rath, president, Airload Service, Inc.—each an expert in his own right. The range of subjects included *Techniques of Air Freight Forwarding*, *Clearing Through Customs*, and *Terminal Handling of Air Shipments*.

The trio of experts were soon joined by others in the audience, particularly the following airline officials: Walter H. Johnson, Jr., regional cargo salesmanager, American Airlines; James W. Mariner, cargo traffic manager, International Division, Trans World Airline; Robert Kinzel, express sales manager, Pan American World Airways; John A. Church, air cargo manager, Scandinavian Airlines System; and Gordon Bulloch, British Overseas Airways Corporation. Although the latter airline men spoke at length from the floor, there were representatives of other airlines present. These companies represented included Air France, Peruvian International Airways, KLM Royal Dutch Airlines, and KNILM Royal Netherlands Indies Airlines.

The following articles are not direct transcripts of the forum. Each was written specially for *AIR TRANSPORTATION*, and is a summation of the remarks made at the meeting. Individually, and as a whole, they make profitable reading.

ARTHUR F. COFOD, JR.

President
A. F. Cofod & Company

International air transportation, as we know it today, is rapidly expanding. There are now over 1,000 points outside the United States that can be reached either directly or by transshipment via airlines operating from this country. In many cases the problems of getting a shipment through are great. The airlines are working toward an interchange of traffic that will simplify such a movement. We forwarders can assist them in this work. All of us have

representation at the major transfer points and many of us have agents at many of the smaller transfer points. When a shipper requests that a shipment be made to a point on which the airlines here cannot offer assistance, these overseas representatives can be of assistance in effecting the transfer. The airlines would like to hear of such cases and what happened enroute and on delivery.

There has been much discussion about the commission paid by the airline to the freight forwarder. It has been praised and damned. The forwarder cannot consider the five per-

cent commission in any way except that it is a fee paid by the airline for services rendered. Services rendered include, in addition to the completion of the waybill and other formalities attending an individual shipment, close sales cooperation with the airlines. The forwarder can and must, if he expects to collect this commission for any length of time, work to develop new business for the airlines. If the airlines expect this sales cooperation, some of them must cooperate more fully with the freight forwarder.

Meet Mr. Forwarder



A. F. Cofod, Jr.

The airlines must realize that, in this sales effort, the forwarder has two obligations. First and foremost, he has his obligation to the shipper to handle the shipment reasonably, efficiently and quickly. In addition he has his obligation to the airline members of IATA who have appointed him as an agent to route all possible business to each individual airline and to assist each airline to develop new business and to increase old business.

Recently I called on a prospective customer. He asked my opinion on how he should route his shipments. My recommendation would have eliminated a short domestic air haul, but would have resulted in savings to the shipper. The following day I had a telephone call from the airline involved asking why we were underselling them. The shipments involved were to a competitive point so, even if we hadn't given this advice, competition undoubtedly would have.

There are many sales points that can be used by forwarders in developing business. All arise from the speed of this mode of transportation. Through the speed of the airplane inventories can be reduced. It is interesting to note that one automobile manufacturer figured it cost him 25 percent of the value of his overseas inventories annually to carry those inventories. That would pay for a lot of air transporta-

tion. Markets can be met. A recent example of this was shippers getting goods into Sweden prior to the re-establishing of import licensing requirements.

Style goods offer another possibility for both the argument of meeting markets and reduced inventories. Perishables offer a new field that has hardly been touched internationally. New products can be sold in markets never reached before because of spoilage en route when slower means of transportation were used. Commodities that moved in small volume because the product had to be picked green, therefore were never sold in prime condition offer additional possibilities. In many cases, just the saving in spoilage is enough to compensate for the higher cost of air transportation. Many chemicals are of a perishable nature. That is, they lose strength with time or subjection to adverse conditions for the long periods of time encountered in surface transportation. These are but a few of the possibilities.

The forwarder can offer additional services not available through the airlines. One of these is the collection of CODs and charges in handling to places where such service is not offered by the airlines. This can be handled through the forwarders' representative at destination or through normal banking channels. The forwarder has al-

ways assumed all of the shipping problems for his customer. These include packing, inland forwarding, overseas forwarding, documentation, handling transfers enroute when necessary, arranging clearance at destination and arranging for the payment of all charges either by the shipper or consignee as required.

As more air shipments are handled by each forwarder many new points become apparent. We have heard much about the high cost of air transportation. In too many cases this is a snap answer. We just figured comparative cost by sea and by air for small shipments for one of our customers. On a surface shipment to Brazil valued at \$30, the consul fee was \$8; merchants fee, 50 cents; certification of Commercial Invoice, \$4; minimum freight as of May 1, \$36.10, which includes the \$6 fee for certification of the bill of lading. The total was \$48.60.

By air no consular invoice would be required, the certification of the commercial invoice would be \$2 for the Brazilian Consul and 50 cents for the merchants. Certification of the airwaybill would cost \$1. At a rate of \$1.37 per pound to Brazil, a shipment of 32 pounds would cost less by air than by steamer. When trucking, reduced packing, and other costs were taken into consideration, the cost differential would be greater.

ATTENDING THE FORUM

Aero Insurance Underwriters; Aeroprojects; Aero Sea Shipping Corporation; Air Cargo Exchange; Air Express Forwarding Service; Air Express International Agency; Air France; Air Freight Delivery Service; Airload Service, Inc.; *Air Transportation*; American Airlines; American Express; *American Helicopter*; American Overseas Airlines; Alltransport, Inc.; Atom Advertising Agency; Barr Shipping Company; Behring Shipping Company; British Overseas Airways Corporation; W. J. Byrnes & Company, Inc.; *Chicago Journal of Commerce*; A. F. Cofod and Company; Colonial Airlines; Columbia University; C. M. Dorfman Organization; Dyson Shipping Company, Inc.; Eastern Air Lines; Ellerman's Wilson Line; Bernard Estes, Inc.; A. W. Falteir Company; Flying Cargo, Inc.; Freedman, Slater, Inc.; Freight Cargo Agency; General Airport Company; S. Gilbert; Globe Shipping Company; Robert J. Gomez; Hudson Shipping Company; Intava, Inc.; International Air Transport Association; International Expeditors; Italian Shipping Company; *Journal of Commerce*; Judson Sheldon Corporation; KLM Royal Dutch Airlines; W. R. Keating Company, Inc.; Kersten Shipping Agency; Latin American Cargo, Inc.; Lederle Labs. Div.; William H. McGee and Company, Inc.; Meadows Wye & Company, Inc.; National Foreign Trade Council; Neptune Storage; New York Department of Commerce; *New York Times*; Northwest Airlines; H. G. Ollendorf, Inc.; Pan American Airways; *Payload*; Peruvian International Airways; Porto Rican Express; Pulmosan Safety Equipment; Railway Express Agency; Charles A. Rheinstrom Aviation Consultants; Rohner, Gehrig and Company; Stanley Ross; S. C. T. T.; H. W. St. John and Company; J. E. Safran; Scandinavian Airways System; Seaboard and Western Airlines; Albert Serkes; Shiprite Forwarders; KNILM Royal Netherlands Indies Airways; Stark Air Shipping; G. C. Szenkovitz; Transocean Air Lines; Trans World Airline; University of Maryland; Wedemann and Godknecht, Inc.; Westinghouse Electric Corporation; *World Report*; World Wide Airways Express, Inc.

In cases where the shipment is destined to interior points not served directly by steamer, the cost differential in favor of air would again be increased. In such cases it is possible that considerable delays at the seaport of destination would be eliminated.

Several of the airlines are establishing a new rate for shipments for 100-pound shipments. This rate makes possible a sizable income through consolidation. Take the example of London. The rate for less than 100 pounds is \$1.17 per pound, while the rate for 100 pounds or over is 75 cents per pound. If two shipments of 50 pounds each were made on a consolidated airwaybill the charge to the forwarder would be \$75 on which the forwarder would claim his five per cent commission in the amount of \$3.75. The two shippers would be billed at the under 100-pound rate of \$1.17 per pound or a total of \$117, for a profit to the forwarder of \$45.75 for the two shipments.

The actual handling of an air shipment is easier than the same shipment would be by steamer. The export declaration is passed by the airline, pick-up service is offered in most cases, eliminating the trucking arrangements necessary by steamer, no dock receipts are required, papers are carried with

the shipment, and the airlines offer much more assistance than do the steamship companies in advising you of the full documentary requirements to be complied with. Those firms establishing credit with the airlines have more lenient terms of payment.

To expect the airline to answer the same question many times will lead to its questioning the value of a forwarder. Forwarders interested in air business must develop a complete file of information so they can answer the shipper's questions quickly and accurately. This takes time but the information can be developed as shipments are made. The airlines must assist the agent by keeping forwarders advised of all changes. This should reduce the volume of inquiries made to the airlines by shippers.

The airlines could help the forwarder develop his information file by putting each approved IATA agent on their mailing list for a complete tariff, schedules, rules and regulations and amendments to this information. This basic information is essential to the forwarder and will reduce the number of inquiries to the airlines. Forwarders should request information on size and weight restrictions, packing requirements and restrictions, and commodity restrictions.

ERIC RATH

President
Airload Service, Inc.

Speed, comfort, economy and reliability are the basic factors influencing any shipper's choice of a certain type of transportation. While airlines have been successful selling passenger trans-



Eric Rath

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Air FREIGHT
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Schedule your shipments as you would personal reservations—by date and flight number—Be certain of "ON TIME" deliveries at destination.



M 74L

NEW ORLEANS

TAMPA

HAVANA

JACKSONVILLE

MIAMI

NEW YORK

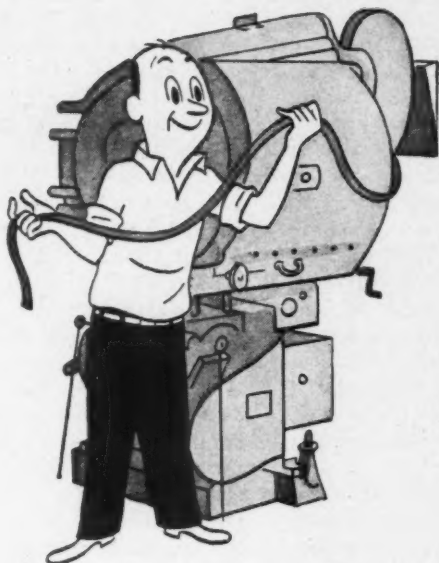
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Newark - TAMPA or MIAMI - \$15.08 CWT.
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With deadlines to meet, layouts and artwork must travel fast—so advertising agencies use Air Express regularly. *Speed pays!*



Raw cotton samples go abroad by International Air Express, and business transactions take *days*, not weeks. *Speed pays!*

Speed pays in your business, too!

Air Express supplies the speed of delivery that's so essential in *your* business. Today, schedules are more frequent, planes are bigger and faster, and Air Express is more useful than ever. Rates are low! To send a 13-lb. shipment coast-to-coast costs only \$9.58. Heavier weights—any distance—similarly inexpensive. Investigate!

- Special pick-up and delivery at no extra cost.
- Direct by air to and from principal U. S. towns and cities.
- Air-rail between 22,000 off-airline offices.
- Direct air service to and from scores of foreign countries.



GETS THERE FIRST

Write today for Schedule of Domestic and International Rates. Address Air Express Division, Railway Express Agency, 230 Park Avenue, New York 17. Or ask at any Airline or Railway Express office. Air Express Division, Railway Express Agency, representing the Airlines of the United States.

portation on this basis, not much has been done to apply the same standards to air freight transportation. Surface transportation and ground handling incidental to air freight services are just as important to the shipper as the carriage of goods by air itself. Therefore, ground services have to be systematically standardized first. Afterwards, the system must be made known to the shipper, his traffic department, shipping clerks, and house truckmen through a constant campaign of publicity, advertising and instruction.

Air freight in metropolitan areas is generated in three ways. The very best system is the establishment of pick-up routes with stops to be called on at certain hours every day. This system has led the Railway Express Agency to its present-day grandeur. Call pick-ups, the second type of freight generation, are used mostly today by freight airlines. Promptness combined with meeting the shipment within the shipper's own premises—often on the 23rd floor of a downtown office building—are the conditions which will lead the shipper to compare air freight favorably with rail and air express. The third type of freight is received at mid-town freight terminals where it is delivered by the shipper's own truck or his house truckman. In

this case the convenient location of receiving stations, almost within walking distance from the shipper's place of business, is essential.

Thus air freight requires two terminals. At the city terminal shipments are checked for proper packing and marking, then forwarded to the airport terminal in consolidated truck and trailer loads with the exception of certain large shipments and last minute pick-ups which go direct to the airport. At the airport the trucks are unloaded onto a platform where airway bills and other documents are accomplished. Then freight is prepared for planeside delivery or for planeload loading in the case of freight airplanes. If shipments are to be carried as additional payload on passenger ships, cargo is loaded by the ramp attendants during the stay of the ship at the gate, while cargo planes are loaded wherever facilities, such as conveyors, ramps or loader-trucks, have access to them.

With appropriate ground services the shipper can obtain important savings through air freight via free consolidation of all his shipments; careful handling, thus saving on packing, and overnight delivery to places thousands of miles away.

Ground transportation is highly important to cargo sales. Mostly, at

present, air carriers depend upon ICC-licensed motor carriers or local cartage men. This system, however, has four important pitfalls.

First of all, ordinary pick-up operations are thus mixed with air freight operations which provokes, in the shipper's mind, the question of air freight's own standing. In the second place, since air freight is only a small source of revenue for the motor carrier, whose main business lies with surface transportation, he will be reluctant to invest into this service anything which does not pay back in short time. Thirdly, it must be recognized that air freight ground service requires special skill (since light packages have to be properly stowed and secured against the rough treatment during the ground shuttling) and proper timing (mostly night work to and from the airports in order to assure overnight delivery). Finally, it seems that there is a legal reason for the exclusion of other motor carriers from the special air freight ground services. The law has made transportation incidental to air carriage exempt from ICC regulation. Evidently, with this revision of the Interstate Commerce Act, Congress had in mind to provide for special ground services which would further the in-

(Continued on page 47)

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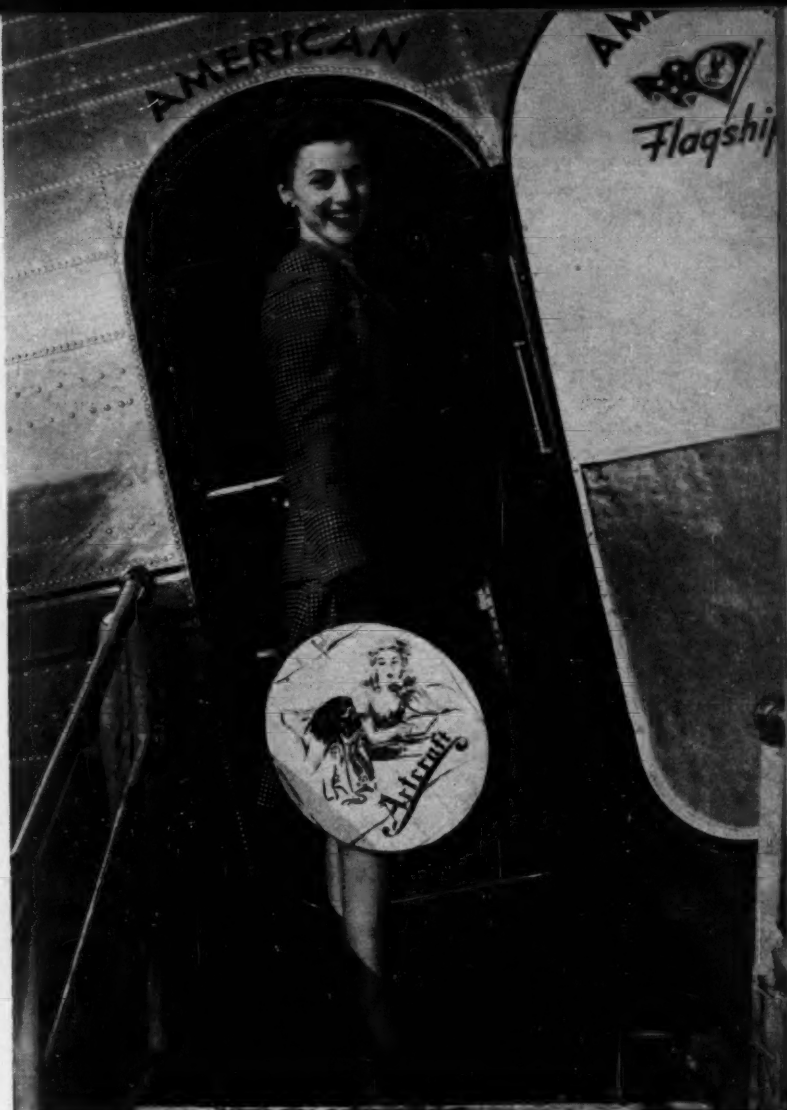
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What Air Freight Carriers Can Expect From New York's Glamor Industry

The sixth in a series of articles based on an important survey of the air freight potentials in New York's women's apparel industry

Not only is milady preparing to embark on a plane, but duplicate models of the very suit she wears were flown to various style centers through the country.



By Colonel L. H. Brittin • Bertram Ault • Dr. Roger Mayhill

BAY AREA SURVEY

In the Bay area survey some 219 questionnaires were circulated among the higher type department and women's ready-to-wear stores and to most of the fur shops in San Francisco and Oakland. The question asked was:

"If a daily air freight service was established on a dependable 18-hour schedule between New York and the San Francisco-Oakland area at a rate of approximately \$15 per cwt, how much of your apparel purchases from the New York area would you be likely to ship by this type of air freight service in an average month?"

Fifty returns were received, equal to 22.8 percent of the total distributed. These included most of the larger department and women's ready-to-wear stores and a small percentage of the fur shops. Thirty-one returns of the 50 received indicated a definite poundage, six contained remarks such as "very little," "unable to estimate," or "occasional," and the remainder stated "nothing."

The following is a tabulation of the returns showing poundage estimates

arrayed in the order of magnitude:

Estimated Monthly Poundage by Air	Number of Returns
*60,000	1
32,000	1
25,000	1
20,000	1
12,000	1
10,000	1
4,000	1
3,000	2
2,500	1
2,000	1
1,500	2
1,000	3
800	1
500	4
200	1
100	4
75	1
50	2
35	1
20	1
TOTAL	31
183,130	

* Includes a large proportion of men's wear.

A large women's ready-to-wear chain indicated they could ship over 100,000 pounds per month by air to the entire state of California. All such shipments would go to the central warehouse in Los Angeles from where they would be distributed throughout the state. Analysis of the returns yielded the following additional information:

1. San Francisco establishments, individually as well as collectively, accounted for the highest poundages.

(2) The highest poundage indicated on a return from Oakland was 10,000 pounds.

(3) The highest poundage estimate received from a fur establishment was 1,000 pounds.

(4) One medium-sized department store returned a questionnaire marked "none" and gave the reason "still too expensive."

FLORIDA SURVEY

A questionnaire was also sent to a limited number of the highest type of department and ready-to-wear stores in Florida for the purpose of gathering auxiliary information relative to sources of supply, shipping agencies used and reactions to using air-freight service. A better than 25 percent return yielded information which was utilized in constructing a flow pattern and provided a partial basis for making estimates of the potential volume available for air carriage.

The important facts that emerged from this study were:

(1) The better stores in Florida purchase a relatively larger portion of women's apparel from New York suppliers than do those in the Bay area.

(2) The Florida establishments use Railway Express almost exclusively for shipments of apparel from New York. Similar high type Bay area establishments utilize Fast Freight (freight forwarders and consolidators) to a much greater extent. The reason for this variance is that cities in Florida are relatively of small size and are dispersed. Thus, there is insufficient freight to warrant consolidation with the result that freight forwarders and consolidators do not attempt to solicit freight destined to this area.

(3) Individual returns from the largest establishments in Florida indicate a much lower potential poundage compared to the Bay area.

THE FLOW PATTERN

The construction of the pattern of women's apparel merchandise flow from the New York metropolitan area to the two areas of destination was undertaken as a basic step in estimating the potential available for air carriage. Such a flow pattern also provides the reader with an overall picture from which he himself can make his own estimates. The methods used are especially adapted to the set-up of the women's apparel industry and are based largely on the industry's concentration in one homogenous area, New York, which acts as supplier to the entire nation.

There is reason to believe that the total figure of 9,279,000 pounds a year of women's apparel merchandise from the New York metropolitan area to the Bay area contains some relative overstatement. This results from the fact that one of the relationships used in the computation was the proportion of area sales to the national total. Since this value relationship was applied to unit

Estimated Yearly Potential Volume of Women's Apparel Merchandise Available for Air Carriage Between the New York Metropolitan Area and the Bay Area and Florida—In Pounds

TYPE OF APPAREL	FLOW VIA ALL TRANSPORT MEDIA		IMMEDIATE AIR POTENTIAL		EVENTUAL AIR POTENTIAL	
	Bay Area	Florida	Bay Area	Florida	Bay Area	Florida
Furs and Fur Garments.....	330,000	9,000	330,000	9,000	330,000	9,000
Dresses (Unit Price).....	1,000,000	1,454,000	580,000	436,000	960,000	727,000
Blouses and Waists.....	188,000	105,000	64,000	31,000	113,000	53,000
Suits.....	399,000	133,000	120,000	37,000	220,000	66,000
Separate Jackets and Skirts ¹	406,000	142,000	80,000	30,000	160,000	52,000
Separate Coats.....	535,000	261,000	134,000	66,000	268,000	118,000
Beachwear and Slacks.....	156,000	79,000	23,000	12,000	62,000	28,000
Sweaters.....	589,000	303,000	118,000	61,000	236,000	108,000
Bathing Suits.....	55,000	44,000	11,000	8,000	22,000	16,000
Children's Dresses.....	263,000	57,000	66,000	17,000	105,000	27,000
Millinery.....	726,000	549,000	260,000	190,000	426,000	321,000
Neckwear, Scarfs, Handkerchiefs.....	320,000	122,000	85,000	24,000	150,000	39,000
Negligees and Robes.....	413,000	268,000	112,000	62,000	190,000	103,000
Gloves (Fabric).....	122,000	32,000	31,000	8,000	60,000	16,000
Handbags and Small Leather Goods.....	1,306,000	734,000	327,000	147,000	633,000	294,000
Underwear (Woven).....	1,195,000	855,000	238,000	171,000	478,000	300,000
Corsets and Brassieres.....	526,000	326,000	80,000	49,000	145,000	81,000
Shoes (High Priced).....	150,000	90,000	150,000	90,000	150,000	90,000
Total.....	9,279,000	5,593,000	2,809,000	1,448,000	4,728,000	2,446,000

¹ Includes Work Jackets and Work Skirts.

production it gives a disproportionately high allocation of units to an area, such as the Bay area, where a relatively large proportion of sales are for higher than average priced merchandise. However, in the absence of any reliable data

no attempt has been made to correct this bias.

With respect to Florida, it is felt that the low-priced merchandise, which constitutes the bulk of sales in the agricultural areas of the state, is counterbalanced by the sales of high-priced luxury goods in the resort areas. It is, therefore, concluded that the figure of 5,593,000 pounds for Florida is free from the type of bias indicated for the Bay area poundages.

As has been discussed in earlier sections, it is believed that the figures derived from 1939 data adequately describe the quantitative volume of present-day activity but that production can be expected to increase by at least 25 percent in the near future when it is no longer hampered by material shortages and various restrictions. Applying this 25 percent increase results in an anticipated flow of approximately 11,600,000 pounds of women's apparel a year from the New York metropolitan area to the Bay area and 7,000,000 pounds to Florida.

It has been previously estimated that about 60 percent of shipments of wo-



This rack of Grubere-designed dresses will make part of the payload of an American Airlines airfreighter and it will be on sale in a shop more than a thousand miles away within a few hours.

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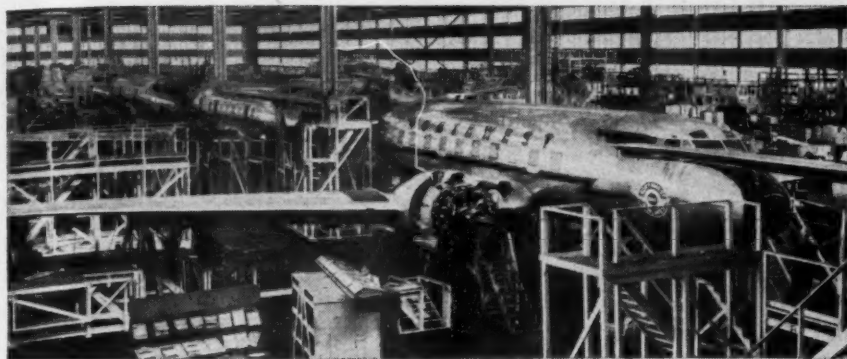
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Martin Memo

Published by The Glenn L. Martin Company
Baltimore 3, Maryland



On the Way . . . Here's the final assembly section of the Martin 2-O-2 production line. These 2-O-2's will soon go into operation for Northwest Airlines. Sixteen of the world's leading airlines have ordered Martin transports . . . with other sales as yet unannounced.

Now Flying . . . The Martin 2-O-2 luxury liner will soon set new standards in speed, comfort and dependability on these great airlines and cargo carriers: Capital (PCA) . . . Eastern . . . Chicago & Southern . . . Braniff International . . . United . . . Northwest . . . Delta . . . Panagra . . . Cruzeiro do Sul (Brazil) . . . Aeroposta (Argentina) . . . Nacional (Chile) . . . Mutual . . . Flying Tiger . . . Air Borne Cargo . . . U. S. . . Willis.



Martin 2-O-2 Military . . . In military service, the twin-engine Martin 2-O-2 will provide the same efficiency and economy as the commercial model. Plans for the military version reveal that the 2-O-2 can carry 50 completely equipped soldiers or 15,000 pounds of cargo. Bulky cargo, engines and jeeps can be easily loaded through six by eight foot cargo doors.



Specialized Technical Training . . . in the operation, maintenance and repair of the Martin 2-O-2 has been made available by The Martin Company to the personnel of purchasing airlines. The objective of this program is to make the 2-O-2 more valuable to airline operators by enabling them to realize fully its operating and maintenance efficiency.

Lower First Cost . . . Martin's backlog, including orders for more transports than all competitors, spreads first production costs over a large number of planes. Martin quantity production gives purchasers these modern transports at a low cost.



Products of Experience . . . The Navy's new Martin Mauler—AM-1—is designed to operate from our largest carriers. It's the Navy's most powerful long-range, single seater, dive-torpedo bomber. Other aircraft being built by Martin for the Navy include the PBM-5 and PBM-5A Mariners, the JRM-2 Mars and the recently announced XP4M-1.

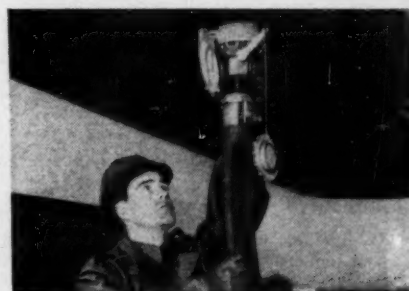


Operates for Less . . . Carrying 36 to 40 passengers (almost twice as many as prewar twin-engine transports) at a near 5-mile-per-minute clip, the Martin 2-O-2 cuts operating costs and turn-around time. This means more trips between inspections . . . greater profits for airlines.

A \$195,000,000 Backlog . . . is going to make 1947 Martin's busiest peacetime year. Included are orders for postwar commercial airliners, cargo planes, advanced military aircraft and research in rocketry, pilotless aircraft and other scientific fields. This does not include orders for Marvinol . . . versatile plastic raw material.



15,000 Lbs. of Cargo . . . can be carried by the cargo version of the Martin 2-O-2. Special features include a large six by eight foot cargo door . . . a variety of specially designed bins, racks, shelves and refrigeration sections with ample nets and tie-downs for safe storage of cargo . . . a cargo compartment of 1,909 cubic feet. The Martin 2-O-2 cargo plane cruises a hundred miles an hour faster than prewar transports and can be operated for as little as 5½ cents per ton-mile.



Less Time at Airports . . . Fast underwing pressure fueling . . . reversible pitch propellers . . . optional built-in passenger ramps are a few of the features of the Martin 2-O-2 which cut ground-servicing and loading time.



Time-Saving Maintenance . . . Numerous doors and panels were designed in the Martin 2-O-2 to provide easy access to important maintenance locations. This facilitates routine inspections and major overhauls . . . expedites service. These built-in timesavers mean lower maintenance and servicing costs.

Martin

AIRCRAFT

Builders of Dependable Aircraft Since 1909

Derivation of Total Flow of Selected Women's Apparel From the New York Metropolitan Area to the San Francisco-Oakland Area and Florida

TYPE OF APPAREL	Percent of Physical Stock Purchased from New York (Col. 1)		Percent of National Product Allocated from New York to (Col. 2)		Total Units Shipped from New York to (Col. 3)		Average Weight Per Packaged Garment in Lbs. (Col. 4)		Total Poundage Shipped from New York (Col. 5)	
	Bay Area	Florida	Bay Area	Florida	Bay Area	Florida	Bay Area	Florida	Bay Area	Florida
Furs and Fur Garments.....	70	95	2.25	0.10	44,000	1,500	6.0	5.0	330,000 ¹	9,000 ¹
Dresses.....	46	55	0.82	0.94	1,600,000	1,817,000	1.0	.8	1,600,000	1,454,000
Blouses and Waists.....	44	55	1.06	0.61	367,000	209,000	.5	.5	188,000	105,000
Suits.....	58	60	1.39	0.54	190,000 ²	74,000 ²	2.1	1.8	399,000 ²	133,000 ²
Separate Jackets and Skirts.....	58	60	1.39	0.54	406,000 ^{2,3}	158,000 ^{2,3}	1.0	.9	406,000 ^{2,3}	142,000 ^{2,3}
Coats.....	58	70	1.40	0.63	191,000	109,000	2.8	2.4	535,000	261,000
Beachwear and Slacks.....	45	55	1.08	0.61	207,000	106,000	.75	.75	156,000	79,000
Sweaters.....	58	65	1.39	0.72	981,000	505,000	.6	.6	589,000	303,000
Bathing Suits.....	58	65	1.20	0.98	91,000	74,000	.6	.6	55,000	44,000
Children's Dresses.....	48	50	1.06	0.35	657,000	217,000	.4	.4	263,000	87,000
Millinery.....	53	80	1.27	0.96	1,210,000	915,000	.6	.6	726,000	549,000
Neckwear.....	95	95	2.57	1.05	425,000	173,000	.2	.2	85,000	35,000
Scarfs.....	95	95	2.57	1.05	356,000	146,000	.2	.2	71,000	29,000
Handkerchiefs.....	65	75	1.76	0.83	7,455,000	3,495,000	(doz.).2	(doz.).2	164,000	58,000
Negligees.....	80	95	1.60	0.76	82,000	39,000	1.5	1.5	122,000	58,000
Robes.....	59	80	1.18	0.64	194,000	105,000	2.0	2.0	291,000	210,000
Gloves.....	70	85	1.61	0.43	1,020,000	269,000	.12	.12	122,000	32,000
Handbags and Small Leather Goods.....	60	70	1.62	0.91	1,045,000	587,000	1.25	1.25	1,306,000	734,000
Underwear (Woven).....	60	70	1.44	1.03	5,195,000	3,716,000	.23	.23	1,195,000	855,000
Corsets, Girdles, etc.....	51	60	1.07	0.66	268,000	166,000	1.5	1.5	402,000	249,000
Brassieres, Bandeaux.....	51	60	1.07	0.66	828,000	511,000	.15	.15	124,000	77,000
Shoes.....	..	..	....	....	100,000 ⁴	60,000 ⁴	1.5	1.5	150,000	90,000
Total.....									9,279,000	5,593,000

¹ Twenty-five percent higher than number of units to include fur scarfs, trimmings, and miscellaneous items.

² Based on 1944 production. 1939 figures do not show jackets and skirts separately.

³ Includes work jackets and skirts.

⁴ Based on direct allocation of New York's production of 5,000,000 pairs of fashion shoes a year.

men's apparel from New York move by Railway Express at the present time. It is probable that Railway Express shipments to Florida comprise an even higher percentage of total shipments. This represents approximately 5,570,000 pounds of selected women's apparel a year shipped to the Bay area by Railway Express and over 3,360,000 pounds to Florida.

These figures cannot be projected into the future with any degree of reliability since it is not known to what extent freight forwarders and consolidators will recapture their tonnage lost

to Railway Express during the war. The effect of the problematic rise in the general railroad rate structure poses another question relative to the future distribution of these tonnages.

THE POTENTIAL

It will be noted that the table contains two estimates of potential, "immediate" and "eventual." After careful consideration of the factors involved it was decided that this method of presentation is probably the most realistic approach in depicting conditions as they actually exist.

Estimates of "immediate" potential are based chiefly on the appraisal of each type of apparel from the standpoint of individually possessing those previously discussed characteristics considered desirable for air carriage. In addition consideration was given to the make-up of retail distribution in each destination area, with particular emphasis on sales volume by type of establishment and price line of merchandise. Weight was also given to the effect of the comparative distances of each of the two destination areas from

(Concluded on page 41)

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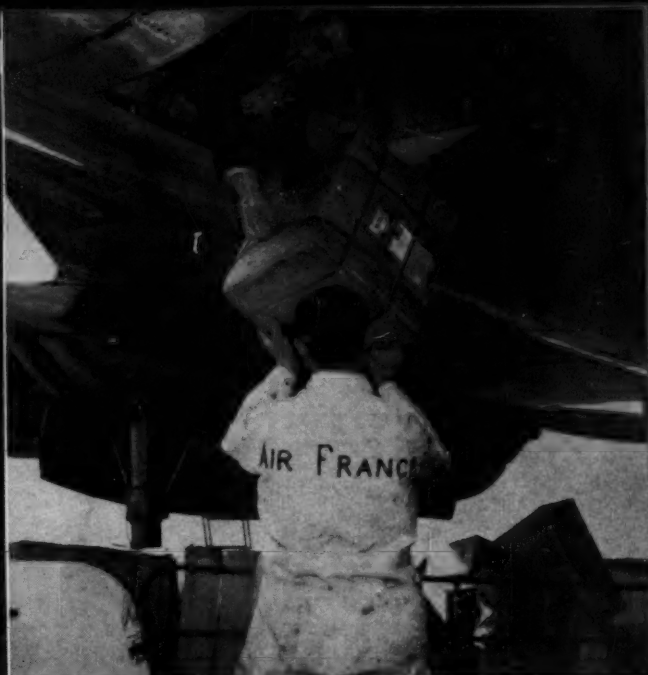
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CARGO-FILLED TRUCK of French-manufactured articles consigned to United States buyers on the way to final delivery after being unloaded from an Air France Comet . . . While passengers debark cargo handlers (right) are busy unloading freight.

AIR COMMERCE ON A GLOBAL SCALE

TODAY'S Broadway showing of Hollywood's latest film production is being enjoyed simultaneously by the moviegoers of Hanoi, Indo China, and in Tanganyika they are listening to transcriptions of the latest dance tunes played in New York's smart hotels, thanks to Air France.

Air France now serves 52 countries on five continents, each producing a wide variety of things and each in need of American-made goods and through the freight facilities of the French airline it is now possible to make shipments that once required days, weeks, or even months, in a space of hours, thus opening new markets for American wares in once remote places and bringing to the United States once rare merchandise.

Original styles are being flown from the fashion centers of Paris faster than a woman can change her mind, and out of season fruits, seafoods, and other delicacies are being shipped her quickly and cheaply. Small parts, bearings, precious stones, cosmetics, furs, dresses, jewelry, art objects, phonograph records, motion picture film, newspapers and magazines are among the

*With Air France serving 52 countries on five continents world
air trade takes on a distinct meaning*

things being carried regularly in the holds of Air France Comets.

Machinery and tools shipped by the airline have played a big part in the reconstruction abroad, and we are beginning to receive, in addition to French styles, many things of European creation. A French perfume manufacturer has conceived of scented wax which is being put up in little wooden boxes that milady can carry in her handbag. The wax does not soil clothing, it does not evaporate, and according to the manufacturer, it holds its scent much longer than ordinary perfume. Then, there are fine French and Belgian laces and embroidery. There are delicate china and exquisite jewelry from France, as well as gloves, to say nothing of a dozen other items with a ready market here.

Henri J. Lesieur, general manager of Air France in North America, recently announced that the airline has resumed

service to Rome, Athens, Ankara and Istanbul, with Douglas aircraft connecting with flights from the United States. It is expected that there will be heavy shipments of air express over this route.

The roster of other countries, colonies and territories served by Air France includes Algeria, Anglo Egyptian Sudan, Arabia, Argentina, Belgium, Belgian Congo, Brazil, British Gambia, Burma, Cameroons, Chile, Corsica, Czechoslovakia, Denmark, Egypt, Ethiopia, Eire, Eritrea, France, French Equatorial Africa, French Indo China, French Somaliland, French West Africa, England, Gold Coast, India, Iran, Iraq, Ivory Coast, Kenya, Lebanon, Liberia, Libya, Madagascar, Mauritius, Morocco, Netherlands, Nigeria, Portuguese Guinea, Portugal, Portuguese East Africa, Reunion Island, Sierra Leone, Sweden, Switzerland, Scotland, Syria, Tanganyika Territory, Tunisia,

(Concluded on page 38)

can your products go by **UNITED AIR FREIGHT?**



More and more manufacturers, distributors and retailers are turning to United Air Freight to speed their shipments, reduce excessive inventories—reduce warehousing costs. There's practically no limit to the types of cargo being carried, economically, by air.

United Air Freight provides speedy, low-cost movement of cargo between the 70 cities along the Main Line Airway. Connecting service by air and coordinated truck carriers to all important cities in the United States. Connections at 7 United intercontinental terminals speed air freight "everywhere."

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WORLD-WIDE
 **AIR**
TRANSPORTATION

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1947 IS BOUND TO MAKE AIR CARGO HISTORY. Foreign freight forwarders, having been licensed, are now collecting brokerage....domestic forwarders probably will be recognized by the CAB and certificated....the status of the non-scheduled airlines will be settled....world-wide air cargo operations are being established....thousands of firms will ship their cargoes by air on a regular daily basis.

Join AIR TRANSPORTATION's world-wide list of regular subscribers. A bill is attached for your convenience.

Very truly yours,


John F. Budd
Publisher

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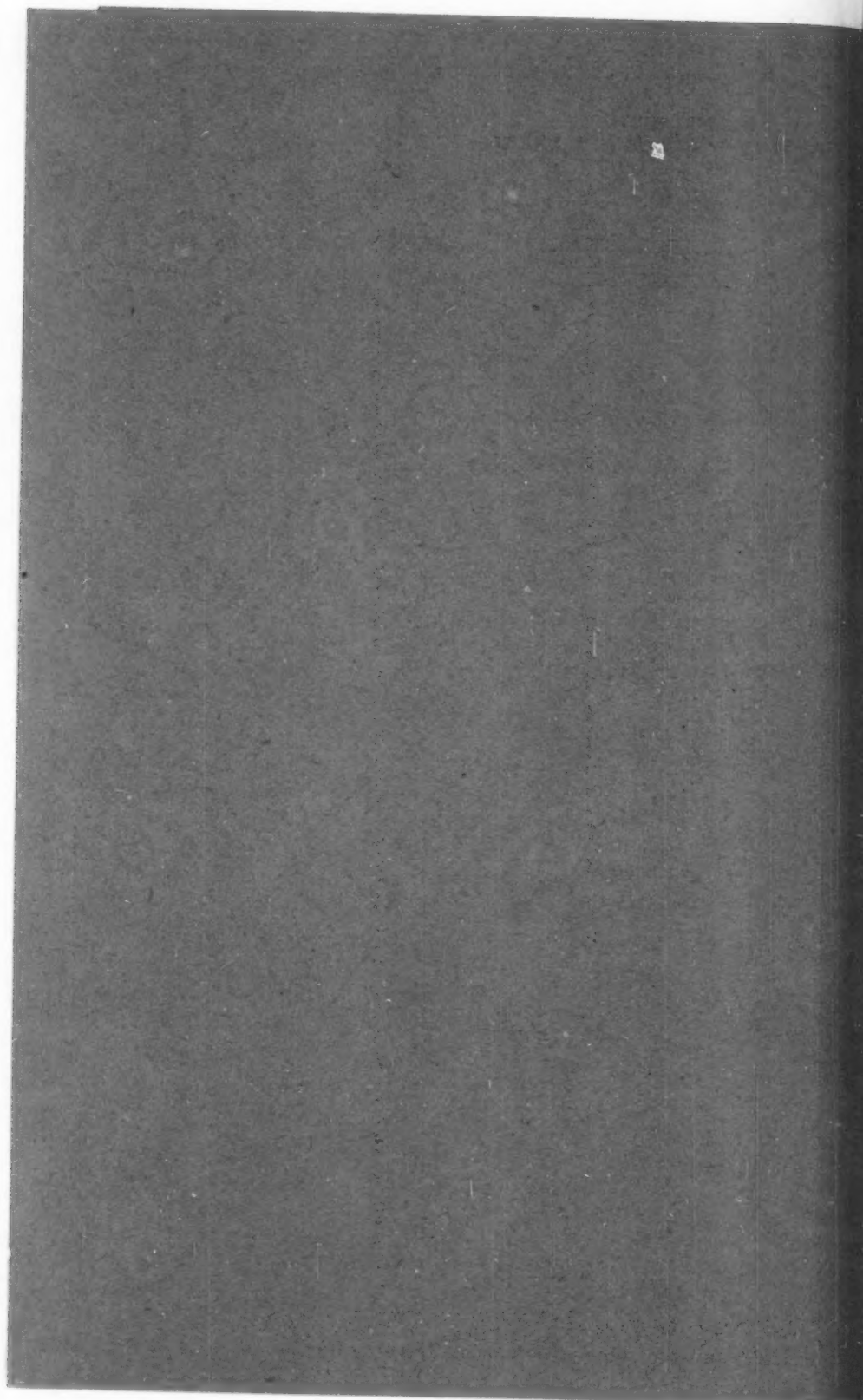
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[REG. U. S. PAT. OFF.]

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International Express and Mail Tables

Air express rates quoted are from U. S. International airport of departure (U. S. Gateway) and are based on the prevailing tariffs, airport to airport (see note). Shippers are warned, however, that these are subject to change.

GATEWAY SYMBOLS

Bb—Bangor, Me.	Lgs—Los Angeles
Bre—Brownsville, Tex.	Lo—Laredo
Bw—Boston, Mass.	Mia—Miami
Cc—Corpus Christi, Tex.	Me—Minneapolis-St. Paul
Cg—Chicago	Ne—New Orleans
Cut—Cut Bank, Mont.	Nyk—New York
Di—Dallas	Ph—Philadelphia
El—El Paso	Sa—San Antonio
Fv—Fort Worth	Sf—San Francisco
Gf—Grand Forks, N. D.	Sd—San Diego
Hu—Houston	Se—Seattle
Jg—Burlington, Vt.	Wa—Washington, D.C.

International Air Express is subject to two charges: one a charge per pound weight or measurement at carrier's option (200 cu. in. to the pound of weight), the other a charge per \$100 of valuation. The two must be added on any shipment to determine the cost. Neither includes insurance, which may be purchased by the shipper from the carrier or otherwise.

Priorities: The air carriers warn all shippers that express traffic, both U. S. Government and commercial, is so heavy that no guarantee can be given that any shipment will depart on any particular plane unless it enjoys U. S. priority. Otherwise it will depart, in relation to other shipments,

in the order received at the international airport used, subject to wartime limitations. Pickup service without extra charge is available for all international air express, except shipments routed through American Overseas Airlines. For shipments forwarded via Pan American Airways, a "Shipper's Letter of Instructions" is prepared and accompanies shipment to local REA office, where the PAA Airwaybill is prepared. (On cargo to be shipped via American Overseas Airlines, Inc., shippers should contact "Shipper's Service," 100 East 42nd Street, New York 17, N. Y. LEXington 2-5700.)

International air carriers whose schedules are rates are included here are indicated by the letter following the symbol for the airport.

AIRLINE SYMBOLS

A—American Airlines
AO—American Overseas Airlines
B—Braniff Airways
C—Colonial Air Lines
EA—Expreso Aereo Inter-Americano
K—KLM-Royal Dutch Airlines
NE—Northeast Airlines
N—National Airlines
NW—Northwest Airlines
P—Pan American Airways System and affiliates
T—Trans-Canada Air Lines
TA—TACA
TW—Transcontinental & Western Air
U—United Air Lines
W—Western Air Lines

Destination	U. S. Gateway & Airline	RATES (See Note)	Depart	Mail per 1/4 Oz.
		Per Lb. (Under 100 Lbs.)		
		Per \$100 Value		
NOTE: Per pound rate shown in this column is based on the average package weighing 25 lbs., i.e., 1 lb. package from New York to Ontario would cost \$1 or 25 lbs. \$4. Average cost per lb., 16¢. . . . Valuation rates are only due if consignments are shipped with declared value. . . . The valuation charge shown for A.A. and AOA is only applicable on shipments with a valuation of over \$7.71 per pound. For further information, contact A.A. or AOA.				
* British Overseas Airways Corp. carries from Foyers, Ireland, to destinations in England, Scotland, and Wales.				
** It is suggested that those having shipments 100 pounds and over contact the carrier for special rates.				
† Canadian air express is carried on the same basis as air express within the U. S.; \$59 declared value free; excess charged at 10 cents per \$100 or fraction thereof.				
LATIN AMERICAN ROUTES				
(Mail rate to points in Mexico is on a 1-census basis.)				
Anafé, Colombia	Mia P	.72 .32	Sa, T, Th, Sa	.10
"	Bro P	1.15 .43	Su, M, W, Sa	.10
"	No P	1.11 .43	Su, M, W, Sa	.10
"	Lgs P	1.44 .43	Su, T, F, Sa	.10
"	Hu P	1.23 .43	Su, M, W, Sa	.10
"	Cc P	1.18 .43	Su, M, W, Sa	.10
Antagaya, Colombia . . .	Mia P	.65 .32	Sa	.10
"	No P	1.12 .43	F	.10
"	Bro P	1.15 .43	F	.10
"	Lgs P	1.42 .43	Th	.10
"	Hu P	1.22 .43	Dly	.10
"	Cc P	1.18 .43	Dly	.10
Antigua, B.W.I.	Mia P	.81 .32	Dly	.10
"	Nyk P	.86 .32	Dly	.10
"	No P	.96 .32	Dly	.10
"	Bro P	1.10 .43	Dly	.10
"	Lgs P	1.35 .43	Dly	.10
"	Hu P	1.18 .43	Dly	.10
"	Cc P	1.12 .43	Dly	.10
Antilla, Cuba	Mia P	.24 .15	Dly	.08
Antagaya, Chile	Mia P	1.26 .43	Dly	.10
"	No P	1.24 .43	Dly	.10

Destination	U. S. Gateway & Airline	RATES (See Note)	Depart	Mail per 1/4 Oz.
		Per Lb. (Under 100 Lbs.)		
		Per \$100 Value		
Antagaya, (Con'd)	Bro P	1.24 .43	Dly	.10
"	Lgs P	1.58 .43	Dly	.10
"	Hu P	1.42 .43	Dly	.10
"	Cc P	1.37 .43	Dly	.10
Any Destination in Colombia other than those named herein				
Araçaju, Brazil	Hu P	1.28 .43	Dly	.10
"	Cc P	1.23 .43	Dly	.10
"	Mia P	1.26 .43	T, Th	.10
"	Nyk P	1.55 .43	Th, Sa	.10
"	No P	1.53 .43	Sa, T	.10
"	Bro P	1.60 .43	Sa, T	.10
"	Lgs P	1.90 .43	M, Sa	.10
"	Hu P	1.68 .43	Sa, T	.10
"	Cc P	1.63 .43	Sa, T	.10
Arequipa, Peru	Mia P	1.16 .43	Dly	.10
"	No P	1.26 .43	Dly	.10
"	Bro P	1.26 .43	Dly	.10
"	Lgs P	1.51 .43	Dly	.10
"	Hu P	1.34 .43	Dly	.10
"	Cc P	1.30 .43	Dly	.10
Arica, Chile	Mia P	1.19 .43	Dly	.10
"	No P	1.28 .43	Dly	.10
"	Bro P	1.26 .43	Dly	.10
"	Lgs P	1.53 .43	Dly	.10
"	Hu P	1.34 .43	Dly	.10
"	Cc P	1.30 .43	Dly	.10
Armenia, Colombia . . .	Mia P	.65 .32	Dly	.10
"	No P	1.04 .32	Dly	.10
"	Bro P	1.04 .32	Dly	.10
"	Lgs P	1.34 .43	Dly	.10
"	Hu P	1.15 .43	Dly	.10
"	Cc P	1.10 .43	Dly	.10
Aruba, N. W. I.	—	via Curacao	N. W. I.	.10
Asumi, Paraguay	Mia P	1.58 .43	Sa, T, F	.10
"	Nyk P	1.77 .43	Sa, T, F	.10
"	No P	1.75 .43	Sa, W, F	.10
"	Bro P	1.98 .43	Sa, W, F	.10
"	Lgs P	2.10 .43	T, Th, Sa	.10
"	Hu P	1.94 .43	Sa, W, F	.10
"	Cc P	1.89 .43	Sa, W, F, Sa	.10

Destination	U. S. Gateway & Airline	RATES (See Note)	Depart	Mail per 1/4 Oz.
		Per Lb. (Under 100 Lbs.)		
		Per \$100 Value		
Aysapel, Colombia	Mia P	.53 .32	T, Th	.10
"	No P	1.04 .32	M, F	.10
"	Bro P	1.14 .43	M, F	.10
"	Lgs P	1.41 .43	Sa, Th	.10
"	Hu P	1.23 .43	M, F	.10
"	Cc P	1.17 .43	M, F	.10
Bahia, C. Z. (Panama City)	Hu P	.74 .32	Dly	.10
"	Cc P	.70 .32	Dly	.10
Bahia, Brazil	Mia P	.55 .32	Dly	.10
(See Sao Salvador)	MiaTA	.63 .20	Dly	.10
Bahia, Canal Zone	No P	.82 .32	Dly	.10
"	Bro P	.96 .32	Twice Dly	.10
"	Lgs P	1.15 .43	Dly	.10
Barracas, Cuba	Mia P	.33 .17	Dly	.08
Barracón, Venezuela . . .	Mia P	.44 .32	Dly	.10
"	Nyk P	.82 .32	Dly	.10
"	No P	1.02 .32	Dly	.10
"	Bro P	1.12 .43	Dly	.10
"	Lgs P	1.36 .43	Dly	.10
"	Hu P	1.02 .43	Dly	.10
"	Cc P	.67 .43	Dly	.10
Barranquilla, Colombia .	Mia P	.60 .32	Sa, T, W, F, Sa	.10
"	No P	1.12 .43	Sa, M, Th, F	.10
"	Bro P	1.22 .43	Sa, M, Th, F	.10
"	Lgs P	1.49 .43	Sa, W, Th, Sa	.10
"	Hu P	1.28 .43	Sa, M, Th, F	.10
"	Cc P	1.23 .43	Sa, M, Th, F	.10
Barranquilla, Colombia .	Mia K	.53 .32	T, F	.10
"	Mia P	.56 .32	Twice Dly	.10
"	Bro P	.96 .32	Dly	.10
"	Lgs P	.86 .32	Dly	.10
"	Hu P	.84 .32	Dly	.10
"	Cc P	.79 .32	Dly	.10
Baur, Brazil	Mia P	1.45 .43	Sa, W, Sa	.10
"	Nyk P	1.67 .43	T, F, Sa	.10
"	Hu P	1.70 .43	M, Th, F	.10
"	Cc P	1.74 .43	M, Th, F	.10
"	No P	1.60 .43	M, Th, Sa	.10
"	Bro P	1.71 .43	M, Th, Sa	.10
"	Lgs P	2.05 .43	Sa, W, Th	.10
Bayamo, Cuba	Mia P	.24 .15	Dly	.08
Belém, Brazil	Mia P	1.09 .43	Twice Dly	.10
"	Nyk P	1.20 .43	Dly	.10
"	MiaTA	1.09 .43	Frequently	.10
"	No P	1.23 .43	Dly	.10
"	Bro P	1.24 .43	Dly	.10
"	Lgs P	1.54 .43	Dly	.10
"	Hu P	1.28 .43	Dly	.10
"	Cc P	1.23 .43	Dly	.10
Belize, Br. Hond.	MiaTA	.36 .17	Dly	.10
Bella-Horizonte, Brazil .	Mia P	1.44 .43	Dly	.10
"	Nyk P	1.64 .43	Dly	.10
"	No P	1.54 .43	Dly	.10
"	Bro P	1.60 .43	Dly	.10
"	Lgs P	1.90 .43	Dly	.10
"	Hu P	1.77 .43	Dly	.10
"	Cc P	1.72 .43	Dly	.10
Bluefield, Nicaragua . . .	MiaTA	.57 .30	Dly	.10
Bogotá, Colombia	Mia P	.63 .32	Twice Dly	.10
"	No P	1.06 .43	Dly	.10
"	Bro P	1.11 .43	Dly	.10
"	Lgs P	1.36 .43	Dly	.10
"	MiaTA	.77 .32	Dly	.10
"	Hu P	1.19 .43	Dly	.10
"	Cc P	1.14 .43	Dly	.10
Bonair, N. W. I.	—	via Curacao	N. W. I.	.10
"	Mia K	.44 .32	Dly	.10
Bonanza, Nicaragua . . .	MiaTA	.50 .30	Frequently	.10
Buenaventura, Colombia .	Mia P	.60 .32	Sa, W, F	.10
"	No P	1.12 .43	Sa, M, Th, F	.10
"	Bro P	1.20 .43	Sa, M, Th, F	.10
"	Lgs P	1.48 .43	Sa, W, Th, Sa	.10
"	MiaTA	.75 .32	Dly	.10
"	Hu P	1.22 .43	Sa, M, Th, F	.10
"	Cc P	1.28 .43	Sa, M, Th, F	.10
Buenaventura, Cal.	Mia P	.66 .32	T, Th	.10
"	No P	1.19 .43	F	.10
"	Bro P	1.20 .43	F	.10

INTERNATIONAL EXPRESS AND MAIL TABLES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value		
Buenaventura, (cont'd)	Lga P	1.52	.43	Th	10	Ciudad Victoria, (cont'd)	Bro P	.20	.15	Dly	.05	Fortaleza, Brazil (cont'd)	No P	1.44	.43	Dly	10
	Hu P	1.28	.43	F	10		Hu P	.28	.17	Dly	.05		Bro P	1.51	.43	Dly	10
	Ce P	1.23	.43	F	10		Ce P	.23	.15	Dly	.05		Lga P	1.72	.43	Dly	10
Buenos Aires, Argentina	Mia P	1.56	.43	Twice Dly	10	Cochabamba, Bolivia	Mia P	1.26	.43	M,W,Sa	10		Hu P	1.59	.43	Dly	10
	Nyk P	1.84	.43	Dly	10		No P	1.35	.43	Sa,T,F	10		Ce P	1.54	.43	Dly	10
	No P	1.62	.43	Dly	10		Bro P	1.35	.43	Sa,T,F	10	Gamarra, Colombia	Mia P	.60	.32	M,W,Sa	10
	Bro P	1.65	.43	Dly	10		Lga P	1.56	.43	M,Th,Sa	10		No P	1.12	.43	Sa,M,F	10
	Lga P	1.95	.43	Dly	10		Hu P	1.43	.43	Sa,T,F	10		Bro P	1.20	.43	Sa,M,F	10
	Hu P	1.73	.43	Dly	10		Ce P	1.38	.43	Sa,T,F	10		Lga P	1.49	.43	Su,Th,Sa	10
	Ce P	1.68	.43	Dly	10	Colombia. Any Destination other than those named herein							Hu P	1.28	.43	Sa,M,F	10
Caibarien, Colombia	Mia P	.22	.15	Dly	10		Hu P	1.28	.43	Dly	10	Georgetown, British Guiana	Mia P	.85	.32	Dly	10
Cal, Colombia	Mia P	.71	.32	Dly	10		Ce P	1.23	.43	Dly	10		Nyk P	.81	.32	Dly	10
	No P	.94	.32	Dly	10	Concepcion, Bolivia	Mia P	1.31	.43	Sa	10		No P	1.12	.43	Dly	10
	Bro P	.97	.32	Dly	10		No P	1.45	.43	F	10		Bro P	1.24	.43	Dly	10
	Lga P	1.24	.43	Dly	10		Bro P	1.45	.43	F	10		Lga P	1.46	.43	Dly	10
	MiaTA	.71	.32	Dly	10		Lga P	1.62	.43	F	10		Hu P	1.17	.43	Dly	10
	Hu P	1.05	.32	Dly	10		Hu P	1.53	.43	F	10		Ce P	1.13	.43	Dly	10
	Ce P	1.00	.32	Dly	10	Condoto, Colombia	Mia P	.81	.32	Su	10	Golfo, Costa Rica	Mia TA	.57	.20	Frequently	10
Camaguey, Cuba	Mia P	.18	.15	Seven Dly	08		No P	1.12	.43	F	10	Guadalajara, Mexico	Bro P	.37	.17	Dly	10
	Mia K	.12	.15	Su, Th	08		Bro P	1.15	.43	F	10		Lga P	.59	.37	Dly	10
	MiaTA	.16	.10	Dly	08		Lga P	1.42	.43	Th	10		Hu P	.45	.17	Dly	10
Campeche, Mexico	Mia P	.39	.17	Dly	05	Cordoba, Argentina	Mia P	1.46	.43	Dly	10		Ce P	.40	.17	Dly	10
	No P	.35	.17	Dly	05		No P	1.55	.43	Dly	10	Guantanamo, Cuba	Mia P	.26	.17	Twice Dly	10
	Bro P	.40	.32	Dly	05		Bro P	1.56	.43	Dly	10	Guapi, Colombia	Mia P	.70	.32	Th	10
	Lga P	.89	.32	Dly	05		Lga P	1.85	.43	Dly	10		No P	1.10	.43	F	10
	Hu P	.57	.32	Dly	05		Hu P	1.64	.43	Dly	10		Bro P	1.13	.43	F	10
	Ce P	.52	.32	Dly	05		Ce P	1.59	.43	Dly	10		Lga P	1.40	.43	Th	10
Campo Grande, Brazil	Mia P	1.48	.43	Su,W,Sa	10	Coro, Venezuela	Mia P	.62	.32	Dly	10		Hu P	1.21	.43	F	10
	Nyk P	1.75	.43	T,F,Sa	10		Nyk P	.88	.32	Dly	10		Ce P	1.15	.43	F	10
	No P	1.61	.43	M,Th,F	10		No P	.96	.32	Dly	10	Guatemala City, Gua.	Mia P	.53	.32	Dly	10
	Bro P	1.60	.43	M,Th,F	10		Bro P	1.04	.32	Dly	10		MiaTA	.39	.20	Dly	10
	Lga P	2.15	.43	Su,W,Th	10		Lga P	1.30	.43	Dly	10		No P	.49	.32	Twice Dly	10
	Hu P	1.68	.43	M,Th,F	10		Ce P	.93	.43	Dly	10		Bro P	.53	.32	Twice Dly	10
	Ce P	1.63	.43	M,Th,F	10		Hu P	1.30	.43	Dly	10		Lga P	.90	.43	Dly	10
Canavieiras, Brazil	Mia P	1.33	.43	Sa	10	Coronel, Colombia	Mia P	.55	.32	Dly	10		Hu P	.45	.32	Dly	10
	Nyk P	1.63	.43	Th,Sa	10		No P	1.02	.32	Dly	10		Ce P	.41	.32	2 Dly	10
	No P	1.68	.43	Th	10		Bro P	1.12	.43	Dly	10	Guayaquil, Ecuador	Mia P	.85	.32	Dly	10
	Bro P	1.69	.43	Th	10		Lga P	1.39	.43	Dly	10		No P	1.05	.32	Dly	10
	Lga P	1.99	.43	W	10		Hu P	1.20	.43	Dly	10		Bro P	1.07	.43	Dly	10
	Hu P	1.77	.43	Th	10		Ce P	1.15	.43	Dly	10		Lga P	1.32	.43	Dly	10
	Ce P	1.72	.43	Th	10	Curumba, Brazil	Mia P	1.36	.43	Su,W	10		MiaTA	.85	.32	Dly	10
Caracas, Venezuela (See La Guayra)					10		No P	1.43	.43	M,F	10		Hu P	1.15	.43	Dly	10
Caravelhas, Brazil	Mia P	1.36	.43	T,W,F,Sa,Su	10		Bro P	1.50	.43	M,F	10		Ce P	1.10	.43	Dly	10
	Nyk P	1.64	.43	Su,T,W,F,Sa	10		Lga P	1.69	.43	Su,Th	10	Havana, Cuba	Mia P	.12	.15	Several Dly	10
	No P	1.59	.43	S,M,W,Th,F	10	Cristobal, Canal Zone	Mia P	.57	.32	Dly	10		Mia EA	.08	.15	Four Dly	10
	Bro P	1.73	.43	Su,M,W,Th,F	10		No P	.83	.32	Dly	10		Mia TA	.08	.15	Dly	10
	Lga P	2.03	.43	Su,T,W,Th	10		Bro P	.86	.32	Dly	10		Nyk N	.23	.15	Dly	10
	Hu P	1.81	.43	Su,T,Th	10		Lga P	1.15	.43	Dly	10	Hermosillo, Mexico	Lga P	.24	.15	Dly	10
	Ce P	1.76	.43	Su,T,Th	10		Hu P	.77	.32	Dly	10	Holguin, Cuba	Mia P	.23	.15	Dly	10
Catagena, Colombia	Mia P	.47	.32	Dly	10		Ce P	.71	.32	Dly	10	Honda, Colombia	Mia P	.64	.32	Dly	10
	No P	.95	.32	Dly	10	Cucuta, Colombia	Mia P	.60	.32	Dly	10		No P	1.13	.43	Dly	10
	Bro P	1.05	.32	Dly	10		No P	1.12	.43	Dly	10		Bro P	1.17	.43	Dly	10
	Lga P	1.32	.43	Dly	10		Bro P	1.20	.43	Dly	10		Lga P	1.46	.43	Dly	10
	Hu P	1.13	.43	Dly	10		Lga P	1.49	.43	Dly	10		Hu P	1.25	.43	Dly	10
	Ce P	1.08	.43	Dly	10		Hu P	1.28	.43	Dly	10		Ce P	1.20	.43	Dly	10
Cartago, Colombia	Mia P	.64	.32	Dly	10	Cuenca, Ecuador	Ce P	1.23	.43	Dly	10	Iguazu Falls, Brazil	Mia P	1.51	.43	Sa,T	10
	No P	1.03	.32	Dly	10		Mia P	.86	.32	M,Su,W,F	10		Nyk P	1.75	.43	Su,T	10
	Bro P	1.06	.32	Dly	10		No P	1.06	.32	Su,T,Th,Sa	10		No P	1.69	.43	Sa,F	10
	Lga P	1.33	.43	Dly	10		Bro P	1.10	.43	Su,T,Th,Sa	10		Bro P	1.84	.43	Su,F	10
	MiaTA	.71	.32	Dly	10		Lga P	1.35	.43	M,W,F,Sa	10		Lga P	2.14	.43	Th,Sa	10
	Hu P	1.14	.43	Dly	10		Hu P	1.18	.43	Su,T,Th,Sa	10		Hu P	1.92	.43	Su,F	10
	Ce P	1.09	.43	Dly	10		Ce P	1.13	.43	Su,T,Th,Sa	10		Ce P	1.87	.43	Su,F	10
Cat Cay, Bahamas	Mia P	1.06	.43	M,Th,Sa	10	Curacao, N.W.I.	Mia P	.55	.32	Dly	10	Ipiques, Colombia	Mia P	.72	.32	Dly	10
Cayenne, Fr. Guiana	Mia P	.97	.32	Dly	10		Nyk P	.74	.32	Dly	10		No P	1.12	.43	Dly	10
	Nyk P	1.07	.43	Dly	10		No P	.93	.32	Dly	10		Bro P	1.15	.43	Dly	10
	No P	1.23	.43	Dly	10		Bro P	1.07	.43	Dly	10		Lga P	1.42	.43	Dly	10
	Bro P	1.26	.43	Dly	10		Lga P	1.33	.43	Dly	10		Hu P	1.23	.43	Dly	10
	Lga P	1.51	.43	Dly	10		Mia K	1.42	.32	Dly	10		Ce P	1.18	.43	Dly	10
	Hu P	1.28	.43	Dly	10		Hu P	1.02	.43	Dly	10	Istmina, Colombia	Mia P	.81	.32	Sa	10
	Ce P	1.23	.43	Dly	10		Ce P	.97	.43	Dly	10		No P	1.12	.43	F	10
Cayo Mambi, Cuba	Mia P	.26	.17	Dly	08	Curitiba, Brazil	Mia P	1.46	.43	T,Su,W	10		Bro P	1.15	.43	F	10
Chetumal, Mexico	Mia P	.45	.17	M,W,F	05		Nyk P	1.68	.43	Su,T,W	10	Ixtapa, Mexico	Mia P	.68	.32	M,T,W,Th	10
	No P	.43	.17	M,W,F	05		No P	1.60	.43	Dly ex. T	10		No P	.64	.32	Su,T,W,Th	10
	Bro P	.55	.32	Su,T,Th	05		Bro P	1.75	.43	Dly ex. T	10		Bro P	.36	.17	Su,T,W,Th	10
	Lga P	.93	.32	M,W,Sa	05		Lga P	2.06	.43	Dly ex. W	10		Lga P	.81	.32	Su,T,W,Th	10
	Hu P	.63	.32	Su,T,Th	05		Hu P	1.83	.43	Dly	10		"	"</			

INTERNATIONAL EXPRESS AND MAIL TABLES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value		
La Gloria, Col. (cont'd)	Hu P	1.27	43	Su,M,F	10	Merida, Mexico (cont'd)	Di B	.56	32	Dly	.05	Parnahyba, Brazil	Mia P	1.19	43	Sa	10
	Ce P	1.22	43	Su,M,F	10		Fv B	.56	32	Dly	.05		Nyk P	1.33	43	Sa,T	10
La Paz, Bolivia	Mia P	1.32	43	M,T,W,F,Sa	10		Lo B	.42	32	Dly	.05		No P	1.38	43	Th,Sa	10
	No P	1.30	43	M,T,Th,F,Sa	10		Sa B	.40	32	Dly	.05		Bro P	1.48	43	Th,Sa	10
	Bro P	1.30	43	M,T,Th,F,Sa	10		Hu P	.61	32	Dly	.05		Lga P	1.67	43	W,Sa	10
	Lga P	1.54	43	Su,M,W,Th,F	10		Ce P	.56	32	Dly	.05		Hu P	1.56	43	Su,Th	10
	Hu P	1.38	43	Dly	10	Mexicali, Mexico	Lga P	.12	15	Dly	.05		Ce P	1.51	43	Sa,Th	10
	Ce P	1.33	43	Dly	10	Mexico City, Mexico	Mia P	.64	32	Twice Dly	.05	Parrita, Costa Rica	Mia Ta	.52	20	Frequently	10
Libertad, Nicaragua	Mia TA	.58	20	Frequently	10		No P	.61	32	Dly	.05	Pasto, Colombia	Mia P	.74	32	Dly	10
Lima, Peru	Mia P	1.05	32	Dly	10		Di B	.36	17	Dly	.05		No P	1.15	43	Dly	10
	No P	1.24	43	Dly	10		Lga A	.38	15	Dly	.05		Bro P	1.18	43	Dly	10
	Bro P	1.24	43	Dly	10		Lga P	.64	27	Dly	.05		Lga P	1.45	43	Dly	10
	Lga P	1.46	43	Dly	10		Lo B	.24	17	Dly	.05		Hu P	1.26	43	Dly	10
	Mia TA	1.05	32	Dly	10		Fv B	.36	17	Dly	.05		Ce P	1.21	43	Dly	10
	Hu P	1.32	43	Dly	10		Fv A	.20	15	Dly	.05	Pato, Colombia	Mia P	.69	32	Su,T,W	10
	Ce P	1.27	43	Dly	10		Lo A	.25	15	Dly	.05		No P	1.10	43	M,T,Sa	10
Limón, Costa Rica	Mia TA	.64	20	Frequently	10		Sa A	.15	15	Dly	.05		Bro P	1.20	43	M,T,Sa	10
							Sa B	.30	17	Dly	.05		Lga P	1.47	43	Su,M,F	10
Laja, Ecuador	Mia P	.80	32	T	10	Minatitlan, Mexico	Mia TA	.64	20	Dly	.05		Hu P	1.28	43	M,T,Sa	10
	No P	1.09	43	M	10		Mia P	.51	32	Dly	.05		Ce P	1.23	43	M,T,Sa	10
	Bro P	1.12	43	M	10		No P	.47	32	Dly	.05	Pereira, Colombia	Mia P	.64	32	Dly	10
	Lga P	1.36	43	Su	10		Bro P	.36	17	Dly	.05		No P	1.03	32	Dly	10
	Mia TA	.55	20	Dly	10		Lga P	.79	32	Dly	.05		Bro P	1.06	32	Dly	10
	Hu P	1.20	43	M	10		Hu P	.44	17	Dly	.05		Lga P	1.33	43	Dly	10
	Ce P	1.15	43	M	10		Ce P	.39	17	Dly	.05		Hu P	1.14	43	Dly	10
Lorica, Colombia	Mia P	.53	32	Su,T,W	10	Montego Bay, Jamaica	Mia P	.20	15	Dly	10		Ce P	1.09	43	Dly	10
	No P	1.03	32	F	10							Popayan, Colombia	Mia P	.68	32	Dly	10
	Bro P	1.13	43	F	10	Montería, Colombia	Mia P	.53	32	Dly	10		No P	1.03	32	Dly	10
	Lga P	1.40	43	Th	10		No P	1.03	32	Dly	10		Bro P	1.06	32	Dly	10
	Hu P	1.21	43	F	10		Bro P	1.13	43	Dly	10		Lga P	1.33	43	Dly	10
	Ce P	1.15	43	F	10		Hu P	1.40	43	Dly	10		Hu P	1.14	43	Dly	10
Maceio, Brazil	Mia P	1.26	43	Dly	10		Ce P	1.21	43	Dly	10		Ce P	1.09	43	Dly	10
	Nyk P	1.52	43	Dly	10	Monterrey, Mexico	Fv A	.15	15	Dly	.05		Mia P	.80	17	Dly	10
	No P	1.21	43	Dly	10		Fv B	.27	17	Dly	.05		Mia K	.25	17	Su,Th	10
	Bro P	1.56	43	Dly	10		Di B	.27	17	Dly	.05	Port of Spain, Trinidad	Nyk P	.67	32	Dly	10
	Lga P	1.86	43	Dly	10		Lo A	.18	15	Dly	.05		Mia K	.56	32	Dly	10
	Hu P	1.64	43	Dly	10		Lga A	.31	15	Dly	.05		Nyk P	.72	32	Dly	10
	Ce P	1.59	43	Dly	10		Sa A	.09	15	Dly	.05		No P	1.04	32	Dly	10
Magangué, Colombia	Mia P	.52	32	Su,T,F	10		Sa B	.20	15	Dly	.05		Bro P	1.18	43	Dly	10
	No P	1.02	32	Su,M,F	10	Montevideo, Uruguay	Mia P	1.55	43	Dly	10		Lga P	1.41	43	Dly	10
	Bro P	1.12	43	Su,M,F	10		Nyk P	1.82	43	Dly	10		Hu P	1.08	43	Dly	10
	Lga P	1.39	43	Su,Th,Sa	10		No P	1.65	43	Dly	10	Porto Alegre, Brazil	Mia P	1.51	43	Dly	10
	Hu P	1.20	43	Su,M,F	10		Bro P	1.68	43	Dly	10		Nyk P	1.74	43	Dly	10
	Ce P	1.15	43	Su,M,F	10		Lga P	1.98	43	Dly	10		No P	1.69	43	Dly	10
Managua, Nicaragua	Mia P	.65	32	Dly	10		Hu P	1.76	43	Dly	10		Bro P	1.84	43	Dly	10
	Mia TA	.50	20	Dly	10	Mossoro, Brazil	Ce P	1.71	43	Dly	10		Lga P	2.14	43	Dly	10
	No P	.64	32	Twice Dly	10		Mia P	1.24	43	T	10	Porto Armañaca, Panama	Mia Ta	.57	20	Frequently	10
	Bro P	.68	32	Twice Dly	10		Nyk P	1.41	43	T	10	Porto Cabezas, Nic.	Mia Ta	.62	20	Frequently	10
	Lga P	1.00	32	Dly	10		No P	1.46	43	Su	10	Preston, Cuba	Mia P	.63	15	Dly	10
	Hu P	.58	32	2 Dly	10		Bro P	1.53	43	Su	10	Puebla, Puebla	Di B	.41	17	Dly	10
	Ce P	.53	32	2 Dly	10		Lga P	1.76	43	Sa	10		Fv B	.41	17	Dly	10
Mansao, Brazil	Mia P	1.24	43	Su,W,Th	10		Hu P	1.61	43	Sa	10		Lo B	.27	17	Dly	10
	Nyk P	1.44	43	Su,W,T	10	Nassau, Bahamas	Ce P	1.56	43	Sa	10		Sa B	.34	17	Dly	10
	No P	1.48	43	M,T,F	10	Natal, Brazil	Mia P	1.25	43	Dly	10	Puerto Suarez, Bolivia	Mia P	1.36	43	Sa	10
	Bro P	1.54	43	M,T,F	10		Nyk P	1.45	43	Dly	10		No P	1.48	43	F	10
	Lga P	1.79	43	S,M,Th	10		No P	1.48	43	Dly	10		Bro P	1.50	43	F	10
	Hu P	1.62	43	W,F,Sa	10		Bro P	1.54	43	Dly	10		Lga P	1.69	43	Th	10
	Ce P	1.57	43	W,F,Sa	10		Lga P	1.80	43	Dly	10		Hu P	1.58	43	F	10
Manizales, Colombia	Mia P	.65	32	Dly	10		Hu P	1.62	43	Dly	10		Ce P	1.53	43	F	10
	No P	1.04	32	Dly	10		Ce P	1.57	43	Dly	10	Puerto Wilches, Col.	Mia P	.60	32	Su,T,F	10
	Bro P	1.07	43	Dly	10	Nueva Gerona (Isle of Pines), Cuba	Mia EA	.14	15	Twice dly	.08		No P	1.12	43	Su,M,F	10
	Lga P	1.34	43	Dly	10	Nuevo Laredo, Mexico	Di B	.22	17	Dly	.05		Bro P	1.20	43	Su,M,F	10
	Hu P	1.15	43	Dly	10		Fv B	.22	17	Dly	.05		Lga P	1.49	43	Su,Th,Sa	10
Manta, Ecuador	Mia P	.88	32	M,Th,Sa	10		Sa B	.15	15	Dly	.05		Hu P	1.28	43	Su,M,F	10
	No P	1.07	43	Su,W,F	10		Lo B	.08	05	Dly	.05		Ce P	1.23	43	Su,M,F	10
	Bro P	1.10	43	Su,W,F	10	Oaxaca, Mexico	Mia P	.71	32	Dly except Sa	.05		Mia Ta	.63	20	Frequently	10
	Lga P	1.35	43	Tu,Th,Sa	10		No P	.68	32	Dly except F	.05	Quibdó, Colombia	Mia P	.62	32	Sa	10
	Hu P	1.18	43	M,F	10		Bro P	.30	17	Dly except Sa	.05		No P	1.14	43	F	10
	Ce P	1.13	43	M,F	10		Lga P	.76	32	Dly except F	.05		Bro P	1.19	43	F	10
Manzanillo, Cuba	Mia P	.22	15	Dly	.08		Hu P	.38	17	Dly	.05		Lga P	1.48	43	Th	10
Maracaibo, Venezuela	Mia P	.59	32	Dly	10		Ce P	.33	17	Dly	.05		Ce P	1.22	43	Sa	10
	Mia K	.44	32	Dly	10	Oruro, Bolivia	Mia P	1.24	43	M,T,W,F,Sa	10		Mia P	.69	32	Dly	10
	No P	.93	43	Dly	10		No P	1.33	43	M,T,Th,F,Sa	10	Quito, Ecuador	No P	1.09	43	Dly	10
	Bro P	1.00	32	Dly	10		Bro P	1.33	43	M,T,Th,F,Sa	10		Bro P	1.09	43	Dly	10
	Lga P	1.27	43	Dly	10		Lga P	1.55	43	S,M,W,Th,F	10		Lga P				

INTERNATIONAL EXPRESS AND MAIL TABLES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value		
Robore, Bolivia (cont'd)	Hu P	1.58	.43	F	10	Segovia, Colombia	Mia P	.04	.32	Su, M, T, W, Th	10	Villavicencio, Col.	Mia P	.65	.32	Dly	10
Salinas, Ecuador	Ce P	1.53	.43	F	10	"	No P	1.15	.43	Su, M, T, W, Sa	10	"	No P	1.15	.43	Dly	10
"	Mia P	.86	.32	Th, Sa	10	"	Bro P	1.19	.43	Su, M, T, W, Sa	10	"	Bro P	1.15	.43	Dly	10
"	No P	1.06	.32	W, F	10	"	Lga P	1.48	.43	Su, M, T, F, Sa	10	"	Bro P	1.42	.43	Dly	10
"	Bro P	1.10	.43	W, F	10	"	Hu P	1.27	.43	Su, M, T, F, Sa	10	"	Hu P	1.23	.43	Dly	10
"	Lga P	1.35	.43	T, Th	10	"	Ce P	1.22	.43	Dly	10	"	Ce P	1.23	.43	Dly	10
"	Hu P	1.18	.43	W, F	10	Sinzelejo, Colombia	Mia P	.53	.32	Dly	10	"	"	"	"	"	10
"	Ce P	1.13	.43	W, F	10	"	No P	1.04	.32	Dly	10	"	"	"	"	"	10
Salta, Argentina	Mia P	1.30	.43	Su, T, F	10	"	Bro P	1.14	.43	Dly	10	"	"	"	"	"	10
"	No P	1.45	.43	M, Th, Sa	10	"	Lga P	1.41	.43	Dly	10	"	"	"	"	"	10
"	Bro P	1.45	.43	M, Th, Sa	10	"	Hu P	1.22	.43	Dly	10	"	"	"	"	"	10
"	Lga P	1.64	.43	Su, W, F	10	"	Ce P	1.17	.43	Dly	10	"	"	"	"	"	10
"	Hu P	1.53	.43	M, Th, Sa	10	Suina, Nicaragua	Mia Ta	.58	.30	Frequently	10	"	"	"	"	"	10
"	Ce P	1.48	.43	M, Th, Sa	10	Talara, Peru	Mia P	.90	.32	Dly	10	"	"	"	"	"	10
San Ignacio, Bolivia	Mia P	1.23	.43	Sa	10	"	No P	1.10	.43	Dly	10	"	"	"	"	"	10
"	No P	1.46	.43	F	10	"	Bro P	1.12	.43	Dly	10	"	"	"	"	"	10
"	Bro P	1.43	.43	F	10	"	Lga P	1.36	.43	Dly	10	"	"	"	"	"	10
"	Lga P	1.64	.43	Th	10	"	Hu P	1.20	.43	Dly	10	"	"	"	"	"	10
"	Hu P	1.60	.43	F	10	"	Ce P	1.15	.43	Dly	10	"	"	"	"	"	10
"	Ce P	1.51	.43	F	10	Tampico, Mexico	Bro P	.15	.15	Dly	.05	"	"	"	"	"	10
San Jose, Bolivia	Mia P	1.85	.43	Sa	10	"	Lga P	.76	.32	Dly	.05	"	"	"	"	"	10
"	No P	1.48	.43	F	10	"	Hu P	.15	.15	Dly	.05	"	"	"	"	"	10
"	Bro P	1.49	.43	F	10	"	Ce P	.13	.15	Dly	.05	"	"	"	"	"	10
"	Lga P	1.67	.43	Th	10	Tapachula, Mexico	Mia P	.57	.32	Dly	.05	"	"	"	"	"	10
"	Hu P	1.57	.43	F	10	"	No P	.53	.32	Dly	.05	"	"	"	"	"	10
"	Ce P	1.52	.43	F, Sa	10	"	Bro P	.49	.32	Dly	.05	"	"	"	"	"	10
San Jose, Costa Rica	Mia P	.60	.32	Dly	10	"	Lga P	.88	.32	Dly	.05	"	"	"	"	"	10
"	Mia Ta	.50	.20	Dly	10	"	Ce P	.42	.32	Dly	.05	"	"	"	"	"	10
"	No P	.71	.32	Dly	10	Tegucigalpa, Honduras	Ce P	.37	.32	Dly	.05	"	"	"	"	"	10
"	Bro P	.74	.32	Twice Dly	10	"	Mia P	.62	.32	Dly	10	"	"	"	"	"	10
"	Lga P	1.06	.32	Dly	10	"	Mia Ta	.47	.30	Dly	10	"	"	"	"	"	10
"	Hu P	.94	.32	Dly	10	"	No P	.59	.32	Dly	10	"	"	"	"	"	10
"	Ce P	.60	.32	2 Dly	10	"	Bro P	.62	.32	Dly	10	"	"	"	"	"	10
San Juan, Puerto Rico	Mia P	.36	.32	Thrice Dly	.05	"	Lga P	.97	.32	Dly	10	"	"	"	"	"	10
"	Nyk P	.47	.32	Dly	.05	"	Ce P	.45	.32	Dly	10	"	"	"	"	"	10
San Marcos, Colombia	Mia P	.53	.32	T, Th	10	Tela, Honduras	Mia Ta	.52	.30	Frequently	10	"	"	"	"	"	10
"	No P	1.04	.32	M, W	10	"	"	"	"	"	"	"	"	"	"	"	10
"	Bro P	1.14	.43	M, W	10	Turman, Argentina	Mia P	1.24	.43	Su, T, F	10	"	"	"	"	"	10
"	Lga P	1.41	.43	Su, T	10	"	No P	1.45	.43	M, Th, Sa	10	"	"	"	"	"	10
"	Hu P	1.22	.43	M, W	10	"	Bro P	1.49	.43	M, Th, Sa	10	"	"	"	"	"	10
"	Ce P	1.17	.43	M, W	10	"	Lga P	1.68	.43	Su, W, F	10	"	"	"	"	"	10
San Pedro, Sala, Hond.	Mia P	.51	.20	Frequently	10	"	Hu P	1.57	.43	M, Th, Sa	10	"	"	"	"	"	10
San Salvador	Mia P	.57	.32	Dly	10	"	Ce P	1.52	.43	M, Th, Sa	10	"	"	"	"	"	10
"	Mia Ta	.42	.20	Dly	10	Tumaco, Colombia	Mia P	.73	.32	Sa	10	"	"	"	"	"	10
"	No P	.53	.32	Twice Dly	10	"	No P	1.14	.43	F	10	"	"	"	"	"	10
"	Bro P	.57	.32	Dly	10	"	Bro P	1.17	.43	F	10	"	"	"	"	"	10
"	Lga P	.94	.32	Dly	10	"	Lga P	1.44	.43	Th	10	"	"	"	"	"	10
"	Hu P	.50	.32	Dly	10	"	Hu P	1.25	.43	W, Sa	10	"	"	"	"	"	10
"	Ce P	.44	.32	Dly	10	"	Ce P	1.20	.43	W, Sa	10	"	"	"	"	"	10
Santa Clara, Cuba	Mia P	.15	.15	Thrice Dly	.05	Toguerros, Colombia	Mia P	.74	.32	Dly	10	"	"	"	"	"	10
Santa Cruz, Bolivia	Mia P	1.23	.43	M, W, Sa	10	"	No P	1.15	.43	Dly	10	"	"	"	"	"	10
"	No P	1.43	.43	Su, T, F	10	"	Bro P	1.18	.43	Dly	10	"	"	"	"	"	10
"	Bro P	1.43	.43	Su, T, F	10	"	Lga P	1.45	.43	Dly	10	"	"	"	"	"	10
"	Lga P	1.51	.43	M, Th, Sa	10	"	Hu P	1.26	.43	Dly	10	"	"	"	"	"	10
"	Ce P	1.46	.43	Su, T, F	10	"	Ce P	1.21	.43	Dly	10	"	"	"	"	"	10
Santa Marta, Colombia	Mia P	.48	.32	Dly	10	Turbo, Colombia	Mia P	.59	.32	M, T, F, Sa	10	"	"	"	"	"	10
"	No P	.96	.32	Dly	10	"	No P	1.02	.32	Su, M, Th, F	10	"	"	"	"	"	10
"	Bro P	1.06	.32	Dly	10	"	Bro P	1.06	.32	Su, M, Th, F	10	"	"	"	"	"	10
"	Lga P	1.33	.43	Dly	10	"	Lga P	1.35	.43	Su, W, Th, Sa	10	"	"	"	"	"	10
"	Hu P	1.14	.43	Dly	10	"	Hu P	1.14	.43	Su, M, Th, F	10	"	"	"	"	"	10
"	Ce P	1.09	.43	Dly	10	Turpan, Mexico	Ce P	1.06	.43	Su, M, Th, F	10	"	"	"	"	"	10
Santiago, Chile	Mia P	1.38	.43	Dly	10	"	Bro P	.18	.15	Dly	.05	"	"	"	"	"	10
"	No P	1.51	.43	Dly	10	"	Lga P	.74	.32	Dly	.05	"	"	"	"	"	10
"	Bro P	1.51	.43	Dly	10	"	"	"	"	"	"	"	"	"	"	"	10
"	Lga P	1.75	.43	Dly	10	"	"	"	"	"	"	"	"	"	"	"	10
"	Hu P	1.59	.43	Dly	10	"	"	"	"	"	"	"	"	"	"	"	10
"	Ce P	1.54	.43	Dly	10	"	"	"	"	"	"	"	"	"	"	"	10
Santiago, Cuba	Mia P	.24	.15	Thrice Dly	.05	"	"	"	"	"	"	"	"	"	"	"	10
"	Mia P	.20	.15	Dly	.05	Uyuni, Bolivia	Mia P	1.26	.43	T, F	10	"	"	"	"	"	10
"	Mia P	1.16	.43	Dly	10	"	No P	1.38	.43	M, Th	10	"	"	"	"	"	10
"	Nyk P	1.29	.43	Dly	10	"	Bro P	1.38	.43	M, Th	10	"	"	"	"	"	10
"	No P	1.38	.43	Dly	10	"	Lga P	1.58	.43	Su, W	10	"	"	"	"	"	10
"	Bro P	1.43	.43	Dly	10	"	Hu P	1.46	.43	M, Th	10	"	"	"	"	"	10
"	Lga P	1.62	.43	Dly	10	"	Ce P	1.41	.43	M, Th	10	"	"	"	"	"	10
"	Hu P	1.51	.43	Dly	10	Varadero, Cuba	Mia P	.18	.15	Dly	.05	"	"	"	"	"	10
"	Ce P	1.46	.43	Dly	10	"	Mia P	.11	.15	Twice Dly	.05	"	"	"	"	"	10
Sao Paulo, Brazil	Mia P	1.44	.43	Twice Dly	10	Veracruz, Mexico	Mia P	.57	.32	Dly	.05	"	"	"	"	"	10
"	Nyk P	1.64	.43	Dly	10	"	No P	.53	.32	Dly	.05	"	"	"	"	"	10
"	No P	1.56	.43	Dly	10	"	Bro P	.28	.17	Dly	.05	"	"	"	"	"	10
"	Bro P	1.69	.43	Dly	10	"	Lga P	.76	.32	Dly	.05	"	"	"			

INTERNATIONAL EXPRESS AND MAIL TABLES—Continued

ATLANTIC ROUTES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per Oz.
		Per Lb.	Per \$100 Value		
London, England.....	NykAO	1.17	.25	Dly	.30
"	NykP	1.17	.43	M,W,F,Sa	.15
"	BwP	1.15	.25	Sa	.15
"	WaP	1.22	.25	Sa	.15
"	NykK	1.31	.25	T, Sa	.15
Madrid, Spain.....	NykTW	1.33	.25	M, W, Th, F	.15
"	NykK	1.70	.25	T, Sa	.15
"	NykK	1.41	.25	T, Sa	.15
Malmö, Sweden.....	NykP	2.06	.43	Su, Th	.25
Monrovia (Fisherman's Lake), Liberia.....	NykP	1.41	.25	Sa, F	.30
Olo, Norway.....	NykK	1.41	.25	T, Sa	.15
Paris, France.....	NykTW	1.22	.25	M, Th	.15
"	NykTW	1.25	.25	Dly	.15
"	PhTW	1.27	.25	T	.15
"	WaTW	1.29	.25	T	.15
"	CgTW	1.27	.25	Sa	.15
"	NykK	1.32	.25	T, Sa	.15
Prague, Czech.....	NykP	1.44	.25	M, Th	.15
"	BwP	1.42	.25	Sa	.15
"	WaP	1.49	.25	Sa	.15
"	NykK	1.44	.25	T, Sa	.15
Rome, Italy.....	NykTW	1.54	.25	Su, M, T, W, F	.15
"	WaTW	1.57	.25	T	.15
"	BwTW	1.51	.25	M	.15
"	PhTW	1.55	.25	M	.15
"	CgTW	1.65	.25	Sa	.15
Santa Maria, Azores.....	NykP	.90	.32	Su, M, Th, F	.15
"	BwP	.87	.20	T	.15
"	WaP	.93	.20	Sa	.15
"	NykK	.90	.25	T, Sa	.15
Scotland via Foynes*.....	NykP (Rates on Application)				
Shediac, N. B.....	NykP	.51	.17	Su, W, F	.08
Shannon, Eire.....	NykP	1.03	.20	M	.15
"	CgTW	1.17	.25	Sa	.15
"	NykAO	1.06	.25	Dly	.15
"	BwAO	1.03	.25	M, Th	.15
"	NykP	1.06	.25	Dly	.15
"	BwP	1.03	.25	Sa	.15
"	WaP	1.10	.25	Sa	.15
"	NykTW	1.06	.25	Dly	.15
"	PhTW	1.08	.25	M	.15
"	WaTW	1.10	.25	Su, F	.15
Stockholm, Sweden.....	NykAO	1.47	.25	M, W, F	.15
"	NykK	1.47	.25	T, Sa	.15
Tripoli, Libya.....	NykTW	1.81	.25	M, Th	.15
Tunis, Tunisia.....	NykTW	1.68	.25	M, Th	.15

NOTE: Pan American Airways requires the prepayment of all charges, plus a fixed off-line deposit to cover costs of transshipment and reforwarding to final destination of the shipment. This off-line deposit consists of poundage charges from London to final destination of shipment.

ATLANTIC ROUTES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per Oz.
		Per Lb.	Per \$100 Value		
Vienna, Austria.....	NykP	1.50	.25	M, Th	.15
"	BwP	1.47	.25	Sa	.15
"	WaP	1.54	.25	Sa	.15
Wales via Foynes*.....	NykP (Rates on Application)				
Zurich, Switzerland.....	NykK	1.38	.25	T, Sa	.15

ALASKA ROUTES

Destination	U. S. Gateway & Airline	Per Lb.	Per \$100 Value	Depart	Mail per Oz.
Aniak, Alaska.....	SteP	.83	.33	Sa	.05
Anchorage.....	SteP	.60	.10	Dly	.05
"	SteNW	.60	.10	Dly	.05
"	ManNW	1.03	.32	Thrice wky	.05
Bethel.....	SteP	.86	.32	Sa	.05
Burwash Landing.....	SteP	.65	.32	Dly	.05
Fairbanks.....	SteP	.68	.32	Dly	.05
Flat.....	SteP	.79	.32	Sa	.05
Galeana.....	SteP	.77	.32	S, T, Th	.05
Juneau.....	SteP	.43	.10	Twice Dly	.05
Ketchikan.....	SteP	.33	.10	Thrice Dly	.05
Lake Minchumina.....	SteP	.73	.32	Sa	.05
McGrath.....	SteP	.76	.32	Sa	.05
Moose Point.....	SteP	.82	.32	Su, T, Th	.05
Nome.....	SteP	.85	.32	Su, T, Th	.05
Tanacross.....	SteP	.82	.32	Dly	.05
Tanana.....	SteP	.73	.32	Dly	.05
Whitehorse, Canada.....	SteP	.49	.32	Dly	.05

CANADIAN ROUTES

Destination	U. S. Gateway & Airline	Per Lb.	Per \$100 Value	Depart	Mail per Oz.
Calgary, Alb.....	NykT	1.02	.1	Dly	.05
Edmonton, Alb.....	NykT	1.06	.1	Dly	.05
Laflair, N. S.....	NykT	.31	.1	Dly	.05
Leithbridge, Alb.....	NykT	.84	.1	Dly	.05
"	CubW	.04	.1	Dly	.05
London, Ont.....	NykT	.18	.1	Dly	.05
Moncton, N. B.....	BbNE	.06	.1	Dly	.05
Montreal, Que.....	NykC	.12	.1	Dly	.05
"	NykT	.12	.1	Dly	.05
"	JgNE	.04	.1	Dly	.05
North Bay, Ont.....	NykT	.22	.1	Dly	.05
Ottawa, Ont.....	NykT	.16	.1	Dly	.05
"	NykC	.16	.1	Dly	.05
Regina, Sask.....	NykT	.80	.1	Dly	.05
St. John, N. B.....	NykT	.31	.1	Dly	.05
St. John, N. F.....	NykT	.58	.1	Dly	.05
Sydney, N. S.....	NykT	.36	.1	Dly	.05
Toronto, Ont.....	NykA	.12	.1	Dly	.05
"	NykT	.12	.1	Dly	.05
Vancouver, B. C.....	SteU	.04	.1	Dly	.05
"	NykT	.96	.1	Dly	.05

plus transshipment bonded entry fee in England, and trucking charge to airport of despatch in England. Transshipment bonded entry fee in England is as follows: one package or first package of a lot shipment—\$1.00; each additional package—\$.32; excess valuation charge on

CANADIAN ROUTES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per Oz.
		Per Lb.	Per \$100 Value		
Windsor, Ont.....	NykA	.20	.1	Dly	.05
"	CgA	.12	.1	Dly	.05
"	NykT	.30	.1	Dly	.05
Winnipeg, Man.....	GfNW	.24	.1	Dly	.05
"	NykT	.50	.1	Dly	.05

PACIFIC ROUTES

(Mail rate points other than United States territories are figured on 1/4 ounce basis.)

Destination	U. S. Gateway & Airline	Per Lb.	Per \$100 Value	Depart	Mail per Oz.
Ankaland, N. Z.....	LgsP	2.14	.43	Sa	.25
"	StP	2.14	.43	Sa	.25
Canton Island.....	LgsP	1.48	.43	Sa	.05
"	StP	1.48	.43	Sa	.05
Guam.....	LgsP	2.00	.43	Thrice Wkly	.05
"	StP	2.00	.43	Thrice Wkly	.05
Honolulu, T. H.....	LgsP	2.00	.43	Thrice Wkly	.05
"	StP	2.00	.43	Thrice Wkly	.05
"	LgsU	.71	.10	Dly	.05
"	StU	.71	.10	Dly	.05
Manila.....	LgsP	2.50	.43	Thrice Wkly	.25
"	StP	2.50	.43	Thrice Wkly	.25
Midway.....	LgsP	1.18	.43	Thrice Wkly	.05
"	StP	1.18	.43	Thrice Wkly	.05
Suva.....	LgsP	1.82	.43	F	.05
"	StP	1.82	.43	F	.05
Sydney, Australia.....	LgsP	2.36	.43	Weekly	.25
"	StP	2.36	.43	Weekly	.25
Noumea.....	LgsP	2.02	.43	Sa	.05
"	StP	2.02	.43	Sa	.05
Wake.....	LgsP	1.04	.43	Thrice Wkly	.05
"	StP	1.54	.43	Thrice Wkly	.05

OFF-LINE SERVICE—EUROPE

Destination	Connecting Point and Airline	RATES (See Note)		Depart	Mail per 1/4 Oz.
		Per Lb.	Min. Charge		
Brussels, Belgium.....	London P	.12	.52		.15
Geneva, Switzerland.....	London P	.31	1.36		.15
Goteborg, Sweden.....	London P	.45	2.00		.15
Paris, France.....	London P	.15	.61		.15
"	Shannon TW	.46			.15
Stockholm, Sweden.....	London P	.54	2.40		.15
Zurich, Switzerland.....	London P	.33	1.44		.15

shipments valued for carriage in the airwaybill in excess of U.S. \$400, for each additional \$400 (over the first \$400)—\$.32. Trucking charge to airport of despatch in England is \$.02 per pound, with no minimum charge.

Scale of Rates Covering War Risks Generally in Use in American Marine Insurance Markets for Mail and Air Shipments

Schedule Dated May 15, 1947

A—Registered Mail, excluding Registered Air Mail and Air Express:

All securities, including non-negotiables, documents and similar interests—25% of Cargo Rates, with 1 1/2c minimum.

Currency including jewelry, precious stones and metals, etc.—100% of Cargo Rates.

B—Registered Air Mail and/or Air Express and/or other shipments by air: Western Hemisphere excluding shipments between points in Continental United States and/or Canada:

All classes of property
(except securities)

All classes of property
(except securities)

Sendings between points in Western Hemisphere

1 1/2c%

2. Africa, except Egypt

2 1/2c%

All securities

3. Arabia, Egypt, Palestine, Syria, Cyprus,

5c%

All other classes of property

2 1/2c%

Turkey, Greece, Iran, Iraq

7 1/2c%

U. S. or Canada to or from:

4. Afghanistan, India, Ceylon

7 1/2c%

1. British Isles, Eire, Sweden, Holland,

5. Chungking

2 1/2c%

Belgium, France, Portugal, Spain,

6. Australasia

7 1/2c%

Italy, Switzerland, Iceland, Greenland

2 1/2c%

7. Philippines

12 1/2c%

8. India

C—Ordinary Parcel Post, Government Insured Parcel Post, Registered Post, Ordinary Mail (Excluding Air Mail) except

(A) Shipments to from Spain under policies endorsed with Airborne Clause, Lisbon rate will be charged, plus an additional charge of 2 1/2c% because of the possibility that shipments of valuables may go forward to or from interior points by air.

(B) United States to from Mexico 2 1/2c%, provided assured agrees to pay reduced rate on all shipments, otherwise individual shipments at full cargo schedule rate.

(C) United States or Canada to or from Hawaiian Islands—Transpacific Cargo Rate.

D—Express (Excluding Air Express)—Charge Cargo War Risk Schedule Rates.

(Including United States Territories)

[illegible]

[illegible]

AIRPLANES

(an order or being modified)

(in operation)

AIRLINE	ADDRESS	COUNTRY	OFFICER	AREA OF OPERATIONS	DC-3	DC-4	Boeing 314	Anson	F4U Corsair	Italian	Grum. G-31A	Vega	Flamemaker	Handbird	Taylorcraft	Aerocraft	C-31	Ireland P.B.	Lauchlin	Byrth P.B.	C-40	Correllation	Liberty	Lodestar	Viking	Norwegian	Waco	Fairchild	Lockheed 12	Lockheed 14	Lockheed 18	Electra	Boeing 310	Boeing 312	Boeing 314	Boeing 317	Boeing 318	Boeing 319	Boeing 320	Boeing 321	Boeing 322	Boeing 323	Boeing 324	Boeing 325	Boeing 326	Boeing 327	Boeing 328	Boeing 329	Boeing 330	Boeing 331	Boeing 332	Boeing 333	Boeing 334	Boeing 335	Boeing 336	Boeing 337	Boeing 338	Boeing 339	Boeing 340	Boeing 341	Boeing 342	Boeing 343	Boeing 344	Boeing 345	Boeing 346	Boeing 347	Boeing 348	Boeing 349	Boeing 350	Boeing 351	Boeing 352	Boeing 353	Boeing 354	Boeing 355	Boeing 356	Boeing 357	Boeing 358	Boeing 359	Boeing 360	Boeing 361	Boeing 362	Boeing 363	Boeing 364	Boeing 365	Boeing 366	Boeing 367	Boeing 368	Boeing 369	Boeing 370	Boeing 371	Boeing 372	Boeing 373	Boeing 374	Boeing 375	Boeing 376	Boeing 377	Boeing 378	Boeing 379	Boeing 380	Boeing 381	Boeing 382	Boeing 383	Boeing 384	Boeing 385	Boeing 386	Boeing 387	Boeing 388	Boeing 389	Boeing 390	Boeing 391	Boeing 392	Boeing 393	Boeing 394	Boeing 395	Boeing 396	Boeing 397	Boeing 398	Boeing 399	Boeing 400	Boeing 401	Boeing 402	Boeing 403	Boeing 404	Boeing 405	Boeing 406	Boeing 407	Boeing 408	Boeing 409	Boeing 410	Boeing 411	Boeing 412	Boeing 413	Boeing 414	Boeing 415	Boeing 416	Boeing 417	Boeing 418	Boeing 419	Boeing 420	Boeing 421	Boeing 422	Boeing 423	Boeing 424	Boeing 425	Boeing 426	Boeing 427	Boeing 428	Boeing 429	Boeing 430	Boeing 431	Boeing 432	Boeing 433	Boeing 434	Boeing 435	Boeing 436	Boeing 437	Boeing 438	Boeing 439	Boeing 440	Boeing 441	Boeing 442	Boeing 443	Boeing 444	Boeing 445	Boeing 446	Boeing 447	Boeing 448	Boeing 449	Boeing 450	Boeing 451	Boeing 452	Boeing 453	Boeing 454	Boeing 455	Boeing 456	Boeing 457	Boeing 458	Boeing 459	Boeing 460	Boeing 461	Boeing 462	Boeing 463	Boeing 464	Boeing 465	Boeing 466	Boeing 467	Boeing 468	Boeing 469	Boeing 470	Boeing 471	Boeing 472	Boeing 473	Boeing 474	Boeing 475	Boeing 476	Boeing 477	Boeing 478	Boeing 479	Boeing 480	Boeing 481	Boeing 482	Boeing 483	Boeing 484	Boeing 485	Boeing 486	Boeing 487	Boeing 488	Boeing 489	Boeing 490	Boeing 491	Boeing 492	Boeing 493	Boeing 494	Boeing 495	Boeing 496	Boeing 497	Boeing 498	Boeing 499	Boeing 500	Boeing 501	Boeing 502	Boeing 503	Boeing 504	Boeing 505	Boeing 506	Boeing 507	Boeing 508	Boeing 509	Boeing 510	Boeing 511	Boeing 512	Boeing 513	Boeing 514	Boeing 515	Boeing 516	Boeing 517	Boeing 518	Boeing 519	Boeing 520	Boeing 521	Boeing 522	Boeing 523	Boeing 524	Boeing 525	Boeing 526	Boeing 527	Boeing 528	Boeing 529	Boeing 530	Boeing 531	Boeing 532	Boeing 533	Boeing 534	Boeing 535	Boeing 536	Boeing 537	Boeing 538	Boeing 539	Boeing 540	Boeing 541	Boeing 542	Boeing 543	Boeing 544	Boeing 545	Boeing 546	Boeing 547	Boeing 548	Boeing 549	Boeing 550	Boeing 551	Boeing 552	Boeing 553	Boeing 554	Boeing 555	Boeing 556	Boeing 557	Boeing 558	Boeing 559	Boeing 560	Boeing 561	Boeing 562	Boeing 563	Boeing 564	Boeing 565	Boeing 566	Boeing 567	Boeing 568	Boeing 569	Boeing 570	Boeing 571	Boeing 572	Boeing 573	Boeing 574	Boeing 575	Boeing 576	Boeing 577	Boeing 578	Boeing 579	Boeing 580	Boeing 581	Boeing 582	Boeing 583	Boeing 584	Boeing 585	Boeing 586	Boeing 587	Boeing 588	Boeing 589	Boeing 590	Boeing 591	Boeing 592	Boeing 593	Boeing 594	Boeing 595	Boeing 596	Boeing 597	Boeing 598	Boeing 599	Boeing 600	Boeing 601	Boeing 602	Boeing 603	Boeing 604	Boeing 605	Boeing 606	Boeing 607	Boeing 608	Boeing 609	Boeing 610	Boeing 611	Boeing 612	Boeing 613	Boeing 614	Boeing 615	Boeing 616	Boeing 617	Boeing 618	Boeing 619	Boeing 620	Boeing 621	Boeing 622	Boeing 623	Boeing 624	Boeing 625	Boeing 626	Boeing 627	Boeing 628	Boeing 629	Boeing 630	Boeing 631	Boeing 632	Boeing 633	Boeing 634	Boeing 635	Boeing 636	Boeing 637	Boeing 638	Boeing 639	Boeing 640	Boeing 641	Boeing 642	Boeing 643	Boeing 644	Boeing 645	Boeing 646	Boeing 647	Boeing 648	Boeing 649	Boeing 650	Boeing 651	Boeing 652	Boeing 653	Boeing 654	Boeing 655	Boeing 656	Boeing 657	Boeing 658	Boeing 659	Boeing 660	Boeing 661	Boeing 662	Boeing 663	Boeing 664	Boeing 665	Boeing 666	Boeing 667	Boeing 668	Boeing 669	Boeing 670	Boeing 671	Boeing 672	Boeing 673	Boeing 674	Boeing 675	Boeing 676	Boeing 677	Boeing 678	Boeing 679	Boeing 680	Boeing 681	Boeing 682	Boeing 683	Boeing 684	Boeing 685	Boeing 686	Boeing 687	Boeing 688	Boeing 689	Boeing 690	Boeing 691	Boeing 692	Boeing 693	Boeing 694	Boeing 695	Boeing 696	Boeing 697	Boeing 698	Boeing 699	Boeing 700	Boeing 701	Boeing 702	Boeing 703	Boeing 704	Boeing 705	Boeing 706	Boeing 707	Boeing 708	Boeing 709	Boeing 710	Boeing 711	Boeing 712	Boeing 713	Boeing 714	Boeing 715	Boeing 716	Boeing 717	Boeing 718	Boeing 719	Boeing 720	Boeing 721	Boeing 722	Boeing 723	Boeing 724	Boeing 725	Boeing 726	Boeing 727	Boeing 728	Boeing 729	Boeing 730	Boeing 731	Boeing 732	Boeing 733	Boeing 734	Boeing 735	Boeing 736	Boeing 737	Boeing 738	Boeing 739	Boeing 740	Boeing 741	Boeing 742	Boeing 743	Boeing 744	Boeing 745	Boeing 746	Boeing 747	Boeing 748	Boeing 749	Boeing 750	Boeing 751	Boeing 752	Boeing 753	Boeing 754	Boeing 755	Boeing 756	Boeing 757	Boeing 758	Boeing 759	Boeing 760	Boeing 761	Boeing 762	Boeing 763	Boeing 764	Boeing 765	Boeing 766	Boeing 767	Boeing 768	Boeing 769	Boeing 770	Boeing 771	Boeing 772	Boeing 773	Boeing 774	Boeing 775	Boeing 776	Boeing 777	Boeing 778	Boeing 779	Boeing 780	Boeing 781	Boeing 782	Boeing 783	Boeing 784	Boeing 785	Boeing 786	Boeing 787	Boeing 788	Boeing 789	Boeing 790	Boeing 791	Boeing 792	Boeing 793	Boeing 794	Boeing 795	Boeing 796	Boeing 797	Boeing 798	Boeing 799	Boeing 800	Boeing 801	Boeing 802	Boeing 803	Boeing 804	Boeing 805	Boeing 806	Boeing 807	Boeing 808	Boeing 809	Boeing 810	Boeing 811	Boeing 812	Boeing 813	Boeing 814	Boeing 815	Boeing 816	Boeing 817	Boeing 818	Boeing 819	Boeing 820	Boeing 821	Boeing 822	Boeing 823	Boeing 824	Boeing 825	Boeing 826	Boeing 827	Boeing 828	Boeing 829	Boeing 830	Boeing 831	Boeing 832	Boeing 833	Boeing 834	Boeing 835	Boeing 836	Boeing 837	Boeing 838	Boeing 839	Boeing 840	Boeing 841	Boeing 842	Boeing 843	Boeing 844	Boeing 845	Boeing 846	Boeing 847	Boeing 848	Boeing 849	Boeing 850	Boeing 851	Boeing 852	Boeing 853	Boeing 854	Boeing 855	Boeing 856	Boeing 857	Boeing 858	Boeing 859	Boeing 860	Boeing 861	Boeing 862	Boeing 863	Boeing 864	Boeing 865	Boeing 866	Boeing 867	Boeing 868	Boeing 869	Boeing 870	Boeing 871	Boeing 872	Boeing 873	Boeing 874	Boeing 875	Boeing 876	Boeing 877	Boeing 878	Boeing 879	Boeing 880	Boeing 881	Boeing 882	Boeing 883	Boeing 884	Boeing 885	Boeing 886	Boeing 887	Boeing 888	Boeing 889	Boeing 890	Boeing 891	Boeing 892	Boeing 893	Boeing 894	Boeing 895	Boeing 896	Boeing 897	Boeing 898	Boeing 899	Boeing 900	Boeing 901	Boeing 902	Boeing 903	Boeing 904	Boeing 905	Boeing 906	Boeing 907	Boeing 908	Boeing 909	Boeing 910	Boeing 911	Boeing 912	Boeing 913	Boeing 914	Boeing 915	Boeing 916	Boeing 917	Boeing 918	Boeing 919	Boeing 920	Boeing 921	Boeing 922	Boeing 923	Boeing 924	Boeing 925	Boeing 926	Boeing 927	Boeing 928	Boeing 929	Boeing 930	Boeing 931	Boeing 932	Boeing 933	Boeing 934	Boeing 935	Boeing 936	Boeing 937	Boeing 938	Boeing 939	Boeing 940	Boeing 941	Boeing 942	Boeing 943	Boeing 944	Boeing 945	Boeing 946	Boeing 947	Boeing 948	Boeing 949	Boeing 950	Boeing 951	Boeing 952	Boeing 953	Boeing 954	Boeing 955	Boeing 956	Boeing 957	Boeing 958	Boeing 959	Boeing 960	Boeing 961	Boeing 962	Boeing 963	Boeing 964	Boeing 965	Boeing 966	Boeing 967	Boeing 968	Boeing 969	Boeing 970	Boeing 971	Boeing 972	Boeing 973	Boeing 974	Boeing 975	Boeing 976	Boeing 977	Boeing 978	Boeing 979	Boeing 980	Boeing 981	Boeing 982	Boeing 983	Boeing 984	Boeing 985	Boeing 986	Boeing 987	Boeing 988	Boeing 989	Boeing 990	Boeing 991	Boeing 992	Boeing 993	Boeing 994	Boeing 995	Boeing 996	Boeing 997	Boeing 998	Boeing 999	Boeing 1000	Boeing 1001	Boeing 1002	Boeing 1003	Boeing 1004	Boeing 1005	Boeing 1006	Boeing 1007	Boeing 1008	Boeing 1009	Boeing 1010	Boeing 1011	Boeing 1012	Boeing 1013	Boeing 1014	Boeing 1015	Boeing 1016	Boeing 1017	Boeing 1018	Boeing 1019	Boeing 1020	Boeing 1021	Boeing 1022	Boeing 1023	Boeing 1024	Boeing 1025	Boeing 1026	Boeing 1027	Boeing 1028	Boeing 1029	Boeing 1030	Boeing 1031	Boeing 1032	Boeing 1033	Boeing 1034	Boeing 1035	Boeing 1036	Boeing 1037	Boeing 1038	Boeing 1039	Boeing 1040	Boeing 1041	Boeing 1042	Boeing 1043	Boeing 1044	Boeing 1045	Boeing 1046	Boeing 1047	Boeing 1048	Boeing 1049	Boeing 1050	Boeing 1051	Boeing 1052	Boeing 1053	Boeing 1054	Boeing 1055	Boeing 1056	Boeing 1057	Boeing 1058	Boeing 1059	Boeing 1060	Boeing 1061	Boeing 1062	Boeing 1063	Boeing 1064	Boeing 1065	Boeing 1066	Boeing 1067	Boeing 1068	Boeing 1069	Boeing 1070	Boeing 1071	Boeing 1072	Boeing 1073	Boeing 1074	Boeing 1075	Boeing 1076	Boeing 1077	Boeing 1078	Boeing 1079	Boeing 1080	Boeing 1081	Boeing 1082	Boeing 1083	Boeing 1084	Boeing 1085	Boeing 1086	Boeing 1087	Boeing 1088	Boeing 1089	Boeing 1090	Boeing 1091	Boeing 1092	Boeing 1093	Boeing 1094	Boeing 1095	Boeing 1096	Boeing 1097	Boeing 1098	Boeing 1099	Boeing 1100	Boeing 1101	Boeing 1102	Boeing 1103	Boeing 1104	Boeing 1105	Boeing 1106	Boeing 1107	Boeing 1108	Boeing 1109	Boeing 1110	Boeing 1111	Boeing 1112	Boeing 1113	Boeing 1114	Boeing 1115	Boeing 1116	Boeing 1117	Boeing 1118	Boeing 1119	Boeing 1120	Boeing 1121	Boeing 1122	Boeing 1123	Boeing 1124	Boeing 1125	Boeing 1126	Boeing 1127	Boeing 1128	Boeing 1129	Boeing 1130	Boeing 1131	Boeing 1132	Boeing 1133	Boeing 1134	Boeing 1135	Boeing 1136	Boeing 1137	Boeing 1138	Boeing 1139	Boeing 1140	Boeing 1141	Boeing 1142	Boeing 1143	Boeing 1144	Boeing 1145	Boeing 1146	Boeing 1147	Boeing 1148	Boeing 1149	Boeing 1150	Boeing 1151	Boeing 1152	Boeing 1153	Boeing 1154	Boeing 1155	Boeing 1156	Boeing 1157	Boeing 1158	Boeing 1159	Boeing 1160	Boeing 1161	Boeing 1162	Boeing 1163	Boeing 1164	Boeing 1165	Boeing 1166	Boeing 1167	Boeing 1168	Boeing 1169	Boeing 1170	Boeing 1171	Boeing 1172	Boeing 1173	Boeing 1174	Boeing 1175	Boeing 1176	Boeing 1177	Boeing 1178	Boeing 1179	Boeing 1180	Boeing 1181	Boeing 1182	Boeing 1183	Boeing 1184	Boeing 1185	Boeing 1186	Boeing 1187	Boeing 1188	Boeing 1189	Boeing 1190	Boeing 1191	Boeing 1192	Boeing 1193	Boeing 1194	Boeing 1195	Boeing 1196	Boeing 1197	Boeing 1198	Boeing 1199	Boeing 1200	Boeing 1201	Boeing 1202	Boeing 1203	Boeing 1204	Boeing 1205	Boeing 1206	Boeing 1207	Boeing 1208	Boeing 1209	Boeing 1210	Boeing 1211	Boeing 1212	Boeing 1213	Boeing 1214	Boeing 1215	Boeing 1216	Boeing 1217	Boeing 1218	Boeing 1219	Boeing 1220	Boeing 1221	Boeing 1222	Boeing 1223	Boeing 1224	Boeing 1225	Boeing 1226	Boeing 1227	Boeing 1228	Boeing 1229	Boeing 1230	Boeing 1231	Boeing 1232	Boeing 1233	Boeing 1234	Boeing 1235	Boeing 1236	Boeing 1237	Boeing 1238	Boeing 1239	Boeing 1240	Boeing 1241	Boeing 1242	Boeing 1243	Boeing 1244	Boeing 1245	Boeing 1246	Boeing 1247	Boeing 1248	Boeing 1249	Boeing 1250	Boeing 1251	Boeing 1252	Boeing 1253	Boeing 1254	Boeing 1255	Boeing 1256	Boeing 1257	Boeing 1258	Boeing 1259	Boeing 1260	Boeing 1261	Boeing 1262	Boeing 1263	Boeing 1264	Boeing 1265	Boeing 1266	Boeing 1267	Boeing 1268	Boeing 1269	Boeing 1270	Boeing 1271	Boeing 1272	Boeing 1273	Boeing 1274	Boeing 1275	Boeing 1276	Boeing 1277	Boeing 1278	Boeing 1279	Boeing 1280	Boeing 1281	Boeing 1282	Boeing 1283	Boeing 1284	Boeing 1285	Boeing 1286	Boeing 1287	Boeing 1288	Boeing 1289	Boeing 1290	Boeing 1291	Boeing 1292	Boeing 1293	Boeing 1294	Boeing 1295	Boeing 1296	Boeing 1297	Boeing 1298	Boeing 1299	Boeing 1300	Boeing 1301	Boeing 1302	Boeing 1303	Boeing 1304	Boeing 1305	Boeing 1306	Boeing 1307	Boeing 1308	Boeing 1309	Boeing 1310	Boeing 1311	Boeing 1312	Boeing 1313	Boeing 1314	Boeing 1315	Boeing 1316	Boeing 1317	Boeing 1318	Boeing 1319	Boeing 1320	Boeing 1321	Boeing 1322	Boeing 1323	Boeing 1324	Boeing 1325	Boeing 1326	Boeing 1327	Boeing 1328	Boeing 1329	Boeing 1330	Boeing 1331	Boeing 1332	Boeing 1333	Boeing 1334	Boeing 1335	Boeing 1336	Boeing 1337	Boeing 1338	Boeing 1339	Boeing 1340	Boeing 1341	Boeing 1342	Boeing 1343	Boeing 1344	Boeing 1345	Boeing 1346	Boeing 1347	Boeing 1348	Boeing 1349	Boeing 1350	Boeing 1351	Boeing 1352	Boeing 1353	Boeing 1354	Boeing 1355	Boeing 1356	Boeing 1357	Boeing 1358	Boeing 1359	Boeing 1360	Boeing 1361	Boeing 1362	Boeing 1363	Boeing 1364	Boeing 1365	Boeing 1366	Boeing 1367	Boeing 1368	Boeing 1369	Boeing 1370	Boeing 1371	Boeing 1372	Boeing 1373	Boeing 1374	Boeing 1375	Boeing 1376	Boeing 1377	Boeing 1378	Boeing 1379	Boeing 1380
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[illegible]

SECTION 292.1, ECONOMIC REGULATIONS (REVISED)

(Effective June 10, 1947)

EXPLANATORY STATEMENT

TITLE IV of the Civil Aeronautics Act contains provisions pertaining to the economic regulation of air carriers. Section 401 of this Title provides that no air carrier may engage in air transportation unless there is in effect a certificate of public convenience and necessity issued by the Board authorizing it so to engage. Other sections of this Title provide certain additional requirements for air carriers, such as, for example, the filing of tariffs setting out rates and charges (Sec. 403) and the filing of reports (Sec. 407).

Section 416, however, permits the Board under certain circumstances to exempt from most of the requirements of Title IV

1 "Air Carrier" means any citizen of the United States who undertakes, whether directly or indirectly or by a lease or any other arrangement, to engage in air transportation.

2 "Air transportation" means interstate, overseas or foreign air transportation or the transportation of mail by aircraft.

"Interstate air transportation," "overseas air transportation," and "foreign air transportation," respectively, mean the carriage by aircraft of persons or property as a common carrier for compensation or hire or the carriage of mail by aircraft, in commerce between respectively—

(a) a place in any State of the United States, or the District of Columbia, and a place in any other State of the United States, or the District of Columbia; or between place in the same State of the United States through the air space over any place outside thereof; or between places in the same Territory or possession of the United States, or the District of Columbia;

(b) a place in any State of the United States, or the District of Columbia, and any place in a Territory or possession of the United States; or between a place in a Territory or possession of the United States; and a place in any other Territory or possession of the United States; and

(c) a place in the United States and any place outside thereof, whether such commerce moves wholly by aircraft or partly by aircraft and partly by other forms of transportation.

It will be noted from the foregoing definition that one of the attributes of an air carrier is that it be a common carrier. A test of common carriage frequently applied is whether the carrier holds itself out to the public as engaged in the business of carrying persons or property and that it will, so long as it has room, carry persons or property coming or brought to it for that purpose. Common carriage would not ordinarily include flight instruction, personal pleasure flying, flying in connection with one's own business, etc. A further description of the term is contained in the explanatory statement attached to Part 42 of the Civil Air Regulations.

certain air carriers or groups of air carriers. Under this prerogative the Board has in the past, in Section 292.1 of its Economic Regulations, exempted those air carriers engaged solely in non-scheduled operations from the requirement of a certificate of public convenience and necessity and from practically all other provisions of Title IV. Generally, those same non-scheduled air carriers would be classed, under the Regulation, as Irregular Air Carriers and would continue to be exempt from the requirement of a certificate of public convenience and necessity while being made subject to many other requirements from which they were previously exempted.

As will be seen from paragraphs (a) and (b) of the Regulation, Irregular Air Carriers include only those carriers which (1) do not hold a certificate of public convenience and necessity; (2) do not operate within Alaska; (3) are not Alaskan Air Carriers; (4) are not operating pursuant to some other Board exemption.

* The issuance of an air carrier operating certificate pursuant to Part 42 of the Civil Air Regulations (pertaining to "safety" requirements) does not constitute an air carrier a "certificated air carrier," nor does any other kind of certificate except a certificate of public convenience and necessity as provided for in section 401 of the Act.

(Footnote continued on next page)

NEW regulations, full of meaning for the future operations of two groups of air carriers previously referred to as non-scheduled, were issued by the Civil Aeronautics Board on May 8. This important announcement covered a revision of Section 292.1 and the setting up of a new Section 292.5 of the Economic Regulations.

The revised Section 292.1 represents the operations of a group now to be known as irregular air carriers, who may engage in common carriage by air of persons and property, on an irregular basis, without a certificate of public convenience and necessity. Internationally, this group will be permitted to carry property, but not persons. Domestically, they may carry both persons and property.

Section 292.5 creates a category to be called non-certificated cargo carriers who may engage, without a certificate of public convenience and necessity, in the common carriage of property only, on a regular or irregular basis, in both interstate commerce and commerce between the United States and its territories and possessions, but not internationally. This group will not be permitted to carry passengers.

Although both groups—irregular air carriers and non-certificate cargo carriers—have been exempted from compliance with certain provisions of the Civil Aeronautics Act of 1938, the new regulations will substantially increase the measure of regulation extended over the non-certificated field. The duration of the exemptions for the irregular air carriers is indefinite. However, the exemptions for the non-certificated cargo carriers will be for a limited period only, and will be keyed to the processing of applications already filed for authority to carry property only. Also, the exemptions for the non-certificated cargo carriers will extend only to carriers in active operation on a certain date and will apply only to certain operations. (See Section 292.5.)

Both groups of carriers will be required to register with the CAB in order to enjoy the exemptions granted. Letters of Registration will be issued, which will be subject to suspension and revocation. The effective date of both sections is June 10, 1947.

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These carriers may not, after September 10, 1947, carry persons in foreign air transportation, and may not conduct service between any points with regularity or a reasonable degree of regularity. As to whether any particular operation might be deemed to be irregular within the meaning of this Regulation, reference is made to the Board's discussions of the matter in its decisions in the *Page and Trans-Marine* cases, Dockets 1896 and 1967, respectively, and its *Investigation of Non-scheduled Air Services*, Docket 1501. In addition, an order consented to by the carrier was approved and entered by the Board in *Matter of the Non-certificated Operations of Trans-Caribbean Air Cargo Lines, Inc.*, Docket 2593, from which further guidance as to the extent of permissible operations may be obtained.⁷

The word "point" is defined as an airport and all territory in a 25-mile radius. Thus, for example, service to or from LaGuardia Airport, Newark Airport, Floyd

⁶ This does not preclude operations by Irregular Air Carriers as between one or more points in Alaska, on the one hand, and a point or points in other United States territories or possessions or in the continental United States on the other.

⁷ Covered by Section 292.2 of the Economic Regulations.

⁸ The Board is simultaneously issuing Section 292.5 of the Economic Regulations establishing a class of air carriers, known as Non-certificated Cargo Carriers, open only to certain active air cargo carriers, which had on file with the Board prior to May 5, 1947, applications for certificates of public convenience and necessity to carry cargo only. A carrier operating as a Non-certificated Cargo Carrier under Section 292.5 could not also operate as an Irregular Air Carrier under Section 292.1.

⁹ Paragraph 3 of this consent order provides that the carrier cease and desist from operating flights in air transportation between any points " . . . (b) regularly or with a reasonable degree of regularity, which regularity is reflected by the operation of a single flight per week on the same day of each week between the same two points, or is reflected by the recurrence of operations of two round trip flights, or flights varying from two to three or more such flights, between any same two points each week in succeeding weeks, without there intervening other weeks or approximately similar periods at irregular but frequent intervals during which no such flights are operated so as thereby to result in appreciable definite breaks in service; it being intended by this subparagraph to require irregularity in service between any such points but not to preclude the operation of more than one or two such flights in any given week, nor to prescribe any specific maximum limitation upon the number of flights which may be performed in any one week, if infrequency and irregularity of service is otherwise achieved through variations in numbers of flights and intervals between flights and through frequent and extended definite breaks in service . . ."

Similar provisions also have been included in case and desist orders entered as to Willis Air Service, Inc., Docket No. 2639, and Trans-Luxury Airlines, Inc., Docket No. 2589.

Bennett Field, Roosevelt Field, or Teterboro Airport, on the one hand, and Washington National Airport, on the other, would be considered as one service and a pattern of regularity of operations would not be affected by alternating use of the airports in the New York area. The Regulation also provides that these carriers may not conduct regular service within any point; that is, as between LaGuardia Airport, Newark Airport, Floyd Bennett Field, etc.⁸

There are probably certain types of service which appear to lend themselves to non-certificated air carrier operations and yet which, due to their very nature, might tend to be conducted with a regularity in excess of that permitted by the Regulation. Such might be the case as to so-called "air tours" or "all expense tours," conducted, for example, each week-end to some resort region. A person desiring to conduct such service would not be prevented by this or any other regulation, however, from applying to the Board for a certificate of public convenience and necessity under section 401 of the Act or for an appropriate exemption under section 416 of the Act.

With regard to the exemptions extended to Irregular Air Carriers by this Regulation there is a distinction made between such carriers according to the weight of the aircraft which they utilize in air transportation⁹. As set out in subparagraph (c) (2) greater exemptions are extended to those Irregular Air Carriers which do not utilize in air transportation any single aircraft having a gross take-off weight over 10,000 pounds, or three or more aircraft (not including those under 6,000 pounds) whose aggregate gross take-off weight exceeds 25,000 pounds.

These carriers utilizing smaller aircraft must meet only the following requirements of the Civil Aeronautics Act: (1) Maintain certain prescribed rates of compensation, maximum hours and other working conditions for airmen (subsection 401(1)); (2) Provide safe service, equipment and facilities (subsection 404(a)); (3) File such reports and maintain records and accounts in such form as may be required by the Board¹⁰ (subscriptions

⁹ Without disclaiming jurisdiction over sight-seeing operations, the Board does not deem this provision to prohibit regular local sight-seeing operations, which take off and land only at the same airport.

¹⁰ This would not include aircraft utilized solely in connection with such other operations as flight training, private plane rentals, crop dusting, etc.

407(a), (d)) and to give the Board access at all times to accounts, records, documents, correspondence, etc. (subsection 407(e)); (4) Refrain from engaging in any unfair or deceptive practices or unfair methods of competition (section 411); (5) Be subject to Board inquiry into the management of the business of the carrier (section 415). Furthermore, no officer or director of such a carrier may profit in any way from the negotiation or sale of any of the securities issued by the carrier (subsection 409(b)).

Should one of these carriers begin using, in its air transportation, services that would result in removing it from the category of an operator of small aircraft, it is required to notify the Board immediately, and thereafter would have the additional obligations imposed on Irregular Air Carriers operating larger equipment.

The requirements of the Act to which Irregular Air Carriers operating larger equipment are subjected, as set out in subparagraph (c) (1) of the Regulation, are more extensive. Particular attention is directed to the requirement of section 403 of the Act that carriers publish and file with the Board tariffs showing individual and joint rates, fares, classifications and practices in connection with their services and that such tariffs be observed. Tariff filings must conform to the requirements of Section 224.1 of the Board's Economic Regulations; however, this section provides for waiver of particular requirements on application, in the event, for example, that the peculiar characteristics of a carrier's services render it impossible for it to comply with the general requirements; section 403 also specifies persons to whom free or reduced rate transportation may be issued without violation of the Act.

In addition, these carriers utilizing larger equipment are required to file quarterly operational reports to reflect the extent and character of their activities as provided in subparagraph (c) (6) of the Regulation.

With respect to such exemptions as have been granted to all Irregular Air Carriers regarding sections 408, 409 and 412 of the Act, it should be pointed out that one of the effects of Board approval of filings under these sections is to relieve the parties thereto from the operation of the so-called "antitrust" laws. By exempting the carriers to some extent from the requirement of filing under these sections,

¹¹ No reporting or accounting requirements had been established for these carriers by the date of this Regulation. Such requirements as are subsequently established will be distributed to all carriers registering under the regulation.

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the Board has not thereby suspended the operation of the antitrust laws. There is nothing, however, to prevent a carrier desiring relief from such laws with respect to any arrangement otherwise fileable from making an appropriate filing, even though not required by this Regulation to do so. Board approval thereof, if obtained, would effect the desired relief.

As provided in paragraph (d) of the Regulation, Irregular Air Carriers, in order to enjoy the benefits of the exemptions granted, are required to register with the Board and to hold an effective Letter of Registration. For the carrier's convenience in registering, appropriate forms are attached to the Regulation.

Because Irregular Air Carriers have not heretofore been subjected to economic regulations of the extent prescribed in the revised Section 292.1, and therefore may be unfamiliar with such regulations, it is important that all such carriers acquaint themselves to the greatest degree possible not only with all pertinent provisions of the Civil Aeronautics Act, but also with the Board's Economic Regulations issued thereunder. Accordingly, there is set out below, for information purposes only, a list of Economic Regulations, one or more of which are applicable to all Irregular Air Carriers, showing the sections of the Act under which they were promulgated. Regulations prescribing reporting and accounting requirements under section 407(a) and (d) will be forthcoming in the near future.

Section of Act	Section of Econ. Reg.	Subject
403	224.1	Filing of Tariffs
	228.4	Free or Reduced Rate Transportation
407	280.1	Stock Ownership Reports by Officers and Directors
	280.2	Stock Ownership Report by Air Carrier Affiliates
409	248.1	Approval of Interlocking Relationship
412	251.1	Filing of Inter-carrier Agreements
605	228.3	Access to Aircraft
1002	285	Rules of Practice Before Board

TEXT

The Civil Aeronautics Board, having held a hearing and issued its opinion in the Investigation of Non-Scheduled Air Service, Docket No. 1501, relating to non-certificated air carriers,¹ having circulated for comment a draft and thereafter a revised draft of proposed regulation relating to non-certificated air carriers, having considered written comments and moral argument

in Docket No. 2742, and having also considered other data and information² available to the Board, finds as follows:

1. Since 1938 there has been in effect an exemption regulation adopted by the Board which exempts non-certificated air carriers from all provisions of Title IV of the Civil Aeronautics Act (other than sections 401(1) and 407(a)), and, since June, 1946, section 411) so long as they engage only in irregular services as defined in such regulation. At the time such regulation was originally adopted the Board believed it was undesirable to provide for the detailed economic regulation of the operations of such carriers without further study. Since that time and particularly following the close of the war, the Board has accumulated information and data which indicate that the aggregate operations of such carriers have increased in scope and importance, and that operations by individual carriers are frequently extensive. Some such operations have been conducted with little regard to the responsibility and duty owed to the public by a common carrier with respect to service, and have resulted in numerous complaints to the Board concerning tariff and operating practices, including but not limited to failure of such carriers to perform the service agreed upon, great variations in the fares and rates charged by the same carrier for comparable service, failure to make refunds to passengers and shippers for transportation not performed, misrepresentation of equipment, facilities and services, and use of inadequate and makeshift equipment and facilities. Both the protection of the public from improper practices by such non-certificated air carriers and protection of the certificated carriers against unregulated competition require that additional regulatory provisions of the Civil Aeronautics Act be now made applicable to such non-certificated air carriers.

2. In addition to the public demand and need for air transportation services furnished by the certificated air carriers on regularly scheduled operations, there is public demand and need at the present time for air services on an irregular basis both to certificated and non-certificated points. Such irregular services vary greatly with respect to type of service, and fill a need which, because of fluctuations in the demand and the impossibility of determining where and when the demand will arise, by its very nature cannot be fulfilled economically by carriers operating on regular schedules and routes. Such services can be performed by non-certificated air carriers, and because of their knowledge of local conditions or willingness to perform specialized types of services such services can frequently be performed by them more adequately, economically and quickly

¹ As used herein the term "non-certificated air carriers" refers to air carriers engaging in air transportation which do not hold certificates of public convenience and necessity issued by the Board, and the term "certificated air carriers" refers to air carriers which do hold such certificates.

² Such data and information include, among other things, the reports heretofore filed with the Board pursuant to Section 292.1 of the Economic Regulations, data obtained in investigations made by the enforcement staff of the Board, financial Forms 41, 2380 and 2780, and other reports filed with the Board by the certificated air carriers, informal complaints filed against non-certificated air carriers, and applications for air carrier operating certificates filed with the Civil Aeronautics Administration pursuant to Part 42 of the Civil Air Regulations.

than by certificated carriers. To require the certification of such carriers at the present time would be impracticable because it would be necessary to issue a certificate of public convenience and necessity which would either impose no substantial limitations upon operations or which would substantially reduce the flexibility and usefulness of the operations of such carriers. Certification, in the case of many scale operations, would be uneconomical and would tend to prevent or retard the development of new types of services designed to meet special conditions. Because of the fact that irregular services meet a different need and must be infrequent and irregular, such services, if properly regulated under provisions of the Act other than those relating to certificates of public convenience and necessity, will not under present conditions have adverse competitive effect upon the services performed by the certificated air carriers.

3. In view of the considerations mentioned in paragraphs 1 and 2 hereof, and in order to insure the flexibility in the conduct of irregular services which is implicit in exemption of non-certificated air carriers from certification, Irregular Air Carriers, as defined in Section 292.1 below, should continue to be exempted from the requirements of section 401 of the Act other than subsection (1). Protection of the public and the orderly development of the air transportation system in accordance with the objectives of section 2 of the Act, however, require that certain provisions of the Act which are not directly related to the certification provisions of the Act should be made applicable to the Irregular Air Carriers utilizing equipment of substantial size. Such carriers are now subject to sections 401(1), 407(a) and 411, and these requirements should be continued. In addition, such carriers should now be made subject to section 403, 404(b), 407(b), 407(c), 407(d), 407(e), 409(b), 410, 413 and 416; and to the requirements of section 404 (a) relating to safe service, equipment and facilities. In addition, such carriers should be made subject to the provisions of sections 408, 409(a), 412, 413 and 414, except to the extent, as more fully set forth in paragraph (c) of Section 292.1 below, that such provisions involve other Irregular Air Carriers.

4. A portion of the irregular air service now being performed is performed by small air carriers operating a limited number of planes of small size. From reports submitted to the Board it appears that non-certificated air carriers operating one or more aircraft having a gross take-off weight in excess of 10,000 pounds constituted less than 20 percent of the total number of non-certificated air carriers, but flew approximately 90 percent of the total revenue passenger miles flown by all such carriers. It would thus appear that Irregular Air Carriers operating aircraft under 10,000 pounds may be subjected to a much lesser degree of economic regulation without materially affecting the over-all air transportation system. Such operations are limited in scope, do not represent a serious threat to certificated operations, and extensive regulation thereof at this time would be unduly burdensome and costly to such carriers, would tend to increase the cost and impair the value of such services to the public, and would impose unnecessary additional administrative burden upon the Board. Accordingly, such Irregular Air Carriers should not be made subject to sections 403, 404(b), 407(b), 407(c), 408, 409(a), 410 and 412, but should be made subject to all other provisions of the Act to which the Irregular Air Carriers utilizing equipment of substantial size are subject.

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Air Carriers utilizing equipment to substantial size and the Irregular Air Carriers which utilize only smaller equipment, the Board finds that the use of a single aircraft unit having an allowable gross take-off weight in excess of 10,000 pounds would involve an operation of substantial size in relation to the service offered to the public and the competitive effect upon other air carriers; and that the use of aircraft units having an allowable gross take-off weight between 6,000 and 10,000 pounds and an aggregate gross take-off weight in excess of 25,000 pounds would likewise involve a substantial operation.

5. Section 292.1 of the Economic Regulations as revised herein, unlike the exemption heretofore in effect does not provide for exemption from the Act with respect to the carriage of persons in foreign air transportation. The Board finds that notwithstanding the findings in paragraphs 2 and 3 hereof the continuation of the exemption with respect to such transportation is no longer justified in view of the recent substantial extension of our international air transportation system, as well as the recent award of foreign air carrier permits, and in view of the smaller traffic potential which the Board finds to exist in the field of international air transportation as compared with interstate and overseas air transportation.

6. As a condition to the grant of the exemptions provided for in Section 292.1 below, such section will provide for letters of registration to be issued to Irregular Air Carriers, for quarterly operation reports, and for special reports on the institution of service with large aircraft by such carriers theretofore utilizing only small aircraft. These requirements are deemed necessary in order that the Board may maintain adequate supervision and obtain information with respect to exempted operations.

7. Unless specific provision were made herein the officers and directors of Irregular Air Carriers otherwise would be subject to the interlocking relationships provisions of section 409 of the Act, even though the Irregular Air Carriers in which they hold their positions are wholly or partially exempted from such provisions by the terms of Section 292.1 below. The Board's statutory powers to grant exemptions from provisions of Title IV of the Act extend only to air carriers and not to individuals or persons other than air carriers. Certain interlocking relationships as specified in section 409 occupied by such persons are lawful only if approved by the Board upon due showing, in the form and manner prescribed by the Board, that the public interest will not be adversely affected thereby. The Board has determined in this regard that since it is granting exemption to certain Irregular Air Carriers from the requirements of section 409 with respect to certain relationships, a due showing within the meaning of the statute to justify approval of an interlocking relationship, upon application filed by an officer or director of an Irregular Air Carrier, would be made by a showing that such carrier itself had been granted an exemption from the necessity of obtaining approval. To require each such officer or director to file such an application and make such a showing, however, would appear to impose a useless administrative burden upon the Board and would not be conducive to the proper dispatch of business and to the ends of justice. The Board has determined, therefore, that such showing by all such officers and directors individually shall be presumed to have been made, and upon the basis thereof has granted blanket approval of such

interlocking relationships in Section 292.1 below.

8. In view of the foregoing considerations, the present enforcement of the provisions of Title IV, except to the extent required in Section 292.1 below, would be an undue burden on Irregular Air Carriers by reason of the limited extent of, and the unusual circumstances affecting the operations of such carriers, and would not be in the public interest.

On the basis of the foregoing findings and pursuant to the Civil Aeronautics Act of 1938, as amended, particularly sections 205(a) and 416(b) thereof, and for the purpose of providing for the economic regulation of services conducted on an irregular basis by non-certificated air carriers, the Civil Aeronautics Board hereby amends Section 292.1 of the Economic Regulations in its entirety to read as follows effective June 10, 1947:

SECTION 292.1 OF THE ECONOMIC REGULATIONS IRREGULAR AIR CARRIERS

(a) **Applicability.**—This section shall not apply to any air carrier authorized by a certificate of public convenience and necessity to engage in air transportation, to Alaskan Air Carriers, to operations within Alaska, or to any non-certificated air carrier engaged in air transportation pursuant to special or individual exemption by the Board or pursuant to exemption created by any other section of the Economic Regulations.

(b) **Classification.**—There is hereby established a classification of non-certificated air carriers to be designated as "Irregular Air Carriers." An Irregular Air Carrier shall be defined to mean any air carrier (1) which does not hold a certificate of public convenience and necessity under section 401 of the Civil Aeronautics Act of 1938, as amended, (2) which directly engages in interstate or overseas air transportation of persons and property or foreign air transportation of property only, and (3) which does not hold out to the public, expressly or by a course of conduct, that it operates one or more aircraft between designated points, or within a designated point, regularly or with a reasonable degree of regularity upon which aircraft it accepts for transportation, for compensation or hire, such members of the public as apply therefor or such property as the public offers. No air carrier shall be deemed to be an Irregular Air Carrier unless the air transportation services offered and performed by it are of such infrequency as to preclude an implication of a uniform pattern or normal consistency of operation between, or within, such designated points. Within the meaning of this definition a "point" shall mean any airport or place where aircraft may be landed or taken-off, including the area within a 25-mile radius of such airport or place.

(c) **Exemptions.**
(i) General. Except as otherwise provided in this section, Irregular Air Carriers shall be exempt from all provisions of Title IV of the Civil Aeronautics Act of 1938, as amended, other than the following:

(i) Subsection 401(1) (Compliance with Labor Legislation);

(ii) Section 403 (Tariffs);

(iii) Subsection 404(a) (Carrier's Duty to Provide Service, etc.), only in so far as said subsection requires air carriers to provide safe service, equipment, and facilities in connection with air transportation;

(iv) Subsection 404(b) (Discrimination);

(v) Subsection 407(a) (Filing of Reports);

Provided, That no provision of any rule, regulation, term, condition or limitation prescribed pursuant to said subsection 407(a) shall be applicable to Irregular Air Carriers unless such rule, regulation, term, condition or limitation expressly so provides:

(vi) Subsection 407(b) (Disclosure of Stock Ownership);

(vii) Subsection 407(c) (Disclosure of Stock Ownership by Officers or Directors);

(viii) Subsection 407(d) (Form of Accounts): *Provided*, That no provision of any rule, regulation, term, condition or limitation prescribed pursuant to said subsection 407(d) shall be applicable to Irregular Air Carriers unless such rule, regulation, term, condition or limitation expressly so provides;

(ix) Subsection 407(e) (Inspection of Accounts and Property);

(x) Section 408 (Consolidation, Merger, and Acquisition of Control): *Provided*, That Irregular Air Carriers shall be exempt from section 408 in so far as said section would make it unlawful, without prior approval by the Board,

(a) for any Irregular Air Carrier or any person controlling any such carrier to purchase, lease, or contract to operate the properties, or any substantial part thereof, of another Irregular Air Carrier, (b) for any Irregular Air Carrier to consolidate or merge with another Irregular Air Carrier, and (c) for any Irregular Air Carrier or any person controlling any such air carrier to acquire control of another Irregular Air Carrier; *Provided further*, That any Irregular Air Carrier which consolidates or merges with another Irregular Air Carrier and any Irregular Air Carrier or any person controlling any such carrier that acquires control of, or purchases, leases, or contracts to operate the properties, or any substantial part thereof, of another Irregular Air Carrier pursuant to the exemption granting herein, shall submit to the Board, not more than 30 days following the consummation of the transaction, a report indicating in reasonable detail the nature and result of the transaction.

(xi) Subsection 409(a) (Interlocking Relationship): *Provided*, That if an application by any Irregular Air Carrier for approval of an interlocking relationship in existence on the effective date of this section is filed with the Board prior to a date 30 days after the effective date of this section, such air carrier may retain the officer, director, member, or stockholder involved in such relationship pending final disposition by the Board of said application: *Provided further*, That Irregular Air Carriers shall be exempt from subsection 409(a) in so far as said subsection would make it unlawful, without prior approval by the Board,

(a) for any Irregular Air Carrier to have and retain an officer or director who is an officer, director, or member, or who as a stockholder holds a controlling interest, in another Irregular Air Carrier, (b) for any Irregular Air Carrier, knowingly and willfully, to have and retain an officer or director who has a representative or nominee who represents such officer or director as an officer, director, or member, or as a stockholder holding a controlling interest, in another Irregular Air Carrier;

(xii) Subsection 409(b) (Profit from Transfer of Securities);

(xiii) Section 410 (Loans and Financial Aid);

(xiv) Section 411 (Methods of Competition);

(xv) Section 412 (Pooling and Other Agreements): *Provided*, That Irregular Air Carriers shall be exempt from section 412 until 60 days after the effective date of this section: *Provided further*, That Irregular Air Carriers shall be

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exempt from section 412 in so far as said section would require any Irregular Air Carrier to file with the Board a copy of a memorandum of certain contracts or agreements (other than contracts or agreements for pooling or apportioning earnings, losses, traffic, service or flying equipment), or of modifications or cancellations thereof, between such carrier and any other Irregular Air Carrier;

(xvi) Section 413 (Form of Control);
(xvii) Section 414 (Legal Restraints);
(xviii) Section 415 (Inquiry into Air-Carrier Management);

(xix) Section 416 (Classification and Exemption of Carriers).

(2) Additional Exemptions for Irregular Air Carriers Utilizing Small Aircraft.—Subdivisions (ii), (iv), (vi), (vii), (x), (xi), (xiii) and (xv) of subparagraph (1) of this paragraph shall not apply to any Irregular Air Carrier which does not utilize in its air transportation services any single aircraft unit having an allowable gross take-off weight in excess of 10,000 pounds, or three or more aircraft units (not including any aircraft unit having an allowable gross take-off weight of less than 6,000 pounds) having an aggregate allowable gross take-off weight in excess of 25,000 pounds.

(3) Additional Temporary Exemptions in Foreign Air Transportation. Notwithstanding any other provisions of this section, Irregular Air Carriers for a period of three months after the effective date of this section, shall, with respect to foreign air transportation of persons, be exempt from all provisions of sections 401 (except subsection 401(1)) and 403 of the Civil Aeronautics Act of 1938, as amended, only, however, to the extent that such foreign air transportation of persons is confined to operations of the type exempted under section 292.1 prior to this revision of such section.

(4) Approval of Certain Interlocking Relationships.—To the extent that any officer or director of an Irregular Air Carrier would, without prior approval by the Board, be in violation of any provision of subsection 409(a) (3) of the Civil Aeronautics Act of 1938, as amended, by reason of any interlocking relationship with another Irregular Air Carrier, such relationship is hereby approved.

(5) Effect on Other Statutes.—The exemptions hereinabove granted from certain provisions and requirements of sections 408, 409, and 412 shall not constitute an order made under such sections, within the meaning of

section 414, and shall not confer any immunity or relief from operation of the "antitrust laws," or any other statute (except the Civil Aeronautics Act of 1938, as amended), with respect to any transaction, interlocking relationship or agreement otherwise within the purview of such section.

(6) Operational Reports by Irregular Air Carriers.—On or before July 20, 1947, and thereafter on or before the 20th day of every October, January, April and July, each Irregular Air Carrier, except those Irregular Air Carriers utilizing only small aircraft, as specified in subparagraph (2) of this paragraph, shall file with the Board a quarterly operational report covering the period of the three preceding calendar months, showing all flights operated in air transportation during such period, and stating, with respect to each such flight, the dates of departures and arrivals and the origin, destination and intermediate points served. Whenever any Irregular Air Carrier theretofore utilizing only small aircraft, as specified in subparagraph (2) of this paragraph, undertakes to utilize in its air transportation services any single aircraft unit having an allowable gross take-off weight in excess of 10,000 pounds, or three or more aircraft units (not including any aircraft unit having an allowable gross take-off weight of less than 6,000 pounds) having an aggregate allowable gross take-off weight in excess of 25,000 pounds, such Irregular Air Carrier shall notify the Board in writing within not more than ten days after the actual commencement of such utilization.

(d) Registration for Exemption.

(1) Letter of Registration Required. From and after 60 days after the effective date of this section no Irregular Air Carrier may engage in any form of air transportation unless there is then outstanding and in effect with respect to such air carrier a Letter of Registration issued by the Board: *Provided*, That if any Irregular Air Carrier, otherwise authorized to engage in air transportation pursuant to this section, shall file with the Board within 60 days after the effective date of this section, an application for a Letter of Registration, such applicant may engage in such air transportation until such Letter has been issued, or such applicant has been notified that it appears to the Board that such applicant is not entitled to the issuance of such Letter.

(2) Issuance of Letter of Registration. Upon the filing of proper application therefor, the

Board shall issue, to any Irregular Air Carrier, a Letter of Registration which, unless otherwise sooner rendered ineffective, shall expire and be of no further force and effect, upon a finding by the Board that enforcement of the provisions of section 401 (from which exemption is provided in this section) would be in the public interest and would no longer be an undue burden on such Irregular Air Carrier or Class of Irregular Air Carriers. Such application shall be certified to by a responsible official of such carrier as being correct, and shall contain the following information: (i) date; (ii) name of carrier; (iii) mailing address; (iv) location of principal operating base; (v) if a corporation, the place of incorporation, the name and citizenship of officers and directors and a statement that at least 75 per centum of the voting interest is owned or controlled by persons who are citizens of the United States or of one of its possessions; (vi) if an individual or partnership, the name and citizenship of owners or partners; (vii) the types and numbers of each type of aircraft utilized in air transportation. Such application shall be submitted in duplicate in letter form or on C.A.B. Form No. 2789 which is available on request for the convenience of applicants.

(3) Non-transferability of Letter of Registration.—A Letter of Registration shall be non-transferable and shall be effective only with respect to the person named therein.

(4) Suspension of Letter of Registration.—Letters of Registration shall be subject to immediate suspension when, in the opinion of the Board, such action is required in the public interest.

(5) Revocation of Letter of Registration.—Letters of Registration shall be subject to revocation, after notice and hearing, for knowing and willful violation of any provision of the Civil Aeronautics Act of 1938, as amended, or of any order, rule or regulation issued under any such provision, or of any term, condition or limitation of any authority issued under said Act or regulations.

(c) Separability.—If any provision of this section or the application thereof to any air transportation, person, class of persons, or circumstance is held invalid, the remainder of the section and the application of such provisions to other air transportation, persons, classes of persons, or circumstances shall not be affected thereby. (52 Stat. 984 and 1004, as amended 49 U. S. C. 425a and 496b).

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SECTION 292.5, ECONOMIC REGULATIONS: NON-CERTIFICATED CARGO CARRIERS

(Effective June 10, 1947)

EXPLANATORY STATEMENT

FOLLOWING is Section 292.5 of the Board's Economic Regulations, which establishes a classification of air carriers, to be designated as "Non-certificated Cargo Carriers," and which creates exemptions for such carriers from certain provisions of Title IV of the Act with respect to interstate and overseas air transportation¹ of property only. In order to facilitate a general understanding of this new section of the regulations, and for that limited purpose only, comments on some of its principal features are noted below.

The classification, "Non-certificated Cargo Carriers," includes certain air carriers which, as of May 5, 1947, were actively engaged in the business of carrying property by air (either irregularly as common carriers or regularly or irregularly as non-common carriers), and did not hold a certificate of public convenience and necessity but had pending with the Board applications for authority to conduct direct scheduled interstate or overseas air transportation of property only. Thus, carriers which, on that date, held a certificate of public convenience and necessity, or were not actually carrying property by air commercially, or were seeking only such authority as would include carriage of mail or persons, do not come within this new classification. Likewise, this classification and its accompanying exemptions do not

apply to operations within Alaska or to the classification of Alaskan Air Carriers or to any non-certificated air carriers engaging in air transportation pursuant to some other exemption.

The principal exemption which the Board, in consideration of the matters indicated in the recital of findings attached, has created for this new classification of air carriers lies in the authority extended to operate as a common carrier of property by air for a limited period without obtaining a certificate of public convenience and necessity pursuant to section 401 of the Act. As a counter-balance to this privilege, the new class of Non-certificated Cargo Carriers is subjected to a considerable measure of economic regulation under other provisions of Title IV of the Act. In addition to other limitations, the exemptions accorded this class are only temporary and will expire for any one carrier in that class 60 days after final Board action on any application or part of an application filed by that carrier prior to May 5, 1947, for a certificate of public convenience and necessity to engage in direct scheduled air transportation of property only.

This regulation does not permit the carrying of property in foreign air transportation.² The regulation further limits geographically the scope of operations by carriers in this class by confining them generally to service between points heretofore served on other than merely a casual, occasional or infrequent basis during the twelve-month period ending May 5, 1947, and authority to serve these points is accorded only if the carrier has included those points in its previously filed application for a certificate of public convenience and necessity. Some flexibility is added by provisions enabling the carrier to obtain some additional authority to serve other points located within areas immediately adjacent to the so-called "established points" hitherto served and applied for. Stress is laid on a careful reading of para-

graphs (b) and (c) of Section 292.5 for a fuller understanding as to the exact limitations circumscribing the authority granted by this section.

Non-certificated Cargo Carriers are required to register pursuant to the provisions of this section, and it is provided that the Letters of Registration issued to them are non-transferable and are subject to suspension and revocation.

Although Section 292.5 subjects the carriers in this class to the reporting and accounting requirements of Sections 407(a) and (d) of the Act, it also renders inapplicable to such carriers the existing regulations promulgated under those sections until the regulations are amended or new regulations are issued so as specifically to apply to Non-certificated Cargo Carriers. It is contemplated that regulations requiring various periodical reports from Non-certificated Cargo Carriers and prescribing, to some extent, the form of their accounts will be promulgated by the Board in the near future. In connection with the subsection of these carriers to the provisions of the Act, as to filing and observance of tariffs, attention is directed to Section 224.1 of the Board's Economic Regulations. Tariff filings must conform to the requirements of Section 224.1, which section, however, provides for waiver of particular requirements on application, in the event, for example, that the peculiar characteristics of a carrier's services render it impossible for it to comply with the general requirements.

TEXT

The Civil Aeronautics Board, having held a hearing and issued its opinion in the Investigation of the Non-Scheduled Air Service, Docket No. 1501, relating to non-certificated air carriers,³ having circulated for comment a draft and thereafter a revised draft of proposed regulation relating to non-certificated air carriers, having considered written comments and oral argument thereon in Docket No. 2742, and having also considered other data and information⁴ available to the Board, finds as follows:

¹ As used herein the term "non-certificated air carriers" refers to air carriers engaging in air transportation which do not hold certificates of public convenience and necessity issued by the Board, and the term "certificated air carriers" refers to air carriers which do hold such certificates.

(Footnote continued on next page)

¹ In section 1(21) of the Act interstate air transportation and overseas air transportation are defined to mean the carriage by aircraft of persons or property as a common carrier for compensation or hire or the carriage of mail by aircraft, in commerce between, respectively—

(a) a place in any State of the United States, or the District of Columbia, and a place in any other State of the United States, or the District of Columbia; or between places in the same State of the United States through the air space over any place outside thereof; or between places in the same Territory or possession (except the Philippine Islands) of the United States, or the District of Columbia; and

(b) a place in any State of the United States, or the District of Columbia; and any place in a Territory or possession of the United States; or between a place in a Territory or possession of the United States, and a place in any other Territory or possession of the United States.

² The carrying of property in foreign air transportation on a common carrier basis, and without a certificate of public convenience and necessity, is governed by section 292.1 of the Economic Regulations. That section permits Irregular Air Carriers, as therein defined, to carry property and persons on an irregular basis only.

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1. Although the carriage of passengers and parcels (express) has long been performed by the certificated air carriers, the carriage of property in aircraft specially adapted or used solely for that purpose, and by companies devoting all or a major portion of their efforts to the solicitation and carriage of property constitutes a new and developing business. Such carriage of property by air is in the public interest, meets a public need, and although still in its infancy is likely to become an industry utilizing new methods and techniques which will develop only with time, experience and opportunity for experimentation. The need and the opportunity cannot be adequately met by confining such carriers of property, which at the present time do not hold certificates of public convenience and necessity, to the irregular operations which they have heretofore conducted or may hereafter conduct pursuant to section 292.1 of the Economic Regulations, or which they may continue to conduct on a non-common carrier basis.

2. Because of the inability of non-certificated air carriers to carry sufficient volume of cargo on an irregular common carrier basis or to build up an economically balanced operation in the case of non-common carrier operations, many of such carriers of property by air, operating in interstate and/or overseas air transportation may be required, for financial reasons, to terminate operations if they are required to continue to operate only upon an irregular or non-common carrier basis.

3. At the present time applications are pending before the Board in which for the first time the Board will be called upon to determine issues of public convenience and necessity relating to authorization to engage in the air transportation of property only in interstate and/or overseas air transportation. Certain of these applications are already consolidated in pending proceedings

* Such data and information include, among other things, the record in the Air Freight Case, Docket No. 810, et al., the reports heretofore filed with the Board pursuant to Section 292.1 of the Economic Regulations, data obtained in investigations made by the enforcement staff of the Board, financial Forms 41, 2380 and 2780, and other reports filed with the Board by the certificated air carriers, informal complaints filed against non-certificated air carriers, and applications for air carrier operating certificates filed with the Civil Aeronautics Administration pursuant to Part 42 of the Civil Air Regulations.

which are in various stages of adjudication, but it appears that in no case will the Board be able to dispose finally of such issues for some time. During this interim period it would not be in the public interest to terminate or curtail such services and thereby lose the benefit of the experience being obtained in this new field of air cargo; and the probability of dissipation of the operating staff and experience of such carriers, interruption of operations, loss of revenues and probable loss of part of their capital funds during the aforesaid interim period constitute unusual circumstances affecting the operations of such carriers and would impose an undue burden on such carriers.

4. In view of the considerations mentioned above, we find that Non-certificated Cargo Carriers in the class described in paragraph (b) of section 292.5 below should be exempted from the requirements of section 401 of the Act (other than Section 401(1)) in order that such Carriers will be able to engage in scheduled cargo service in interstate and/or overseas air transportation to the extent provided in paragraph (c) of Section 292.5 below. Such Carriers will be made subject to all other provisions of Title IV of the Act other than provisions, such as Sections 405 and 406, which are not applicable to non-certificated cargo only operations.

5. Section 292.5 below will not provide for exemption from the Act with respect to the carriage of cargo in foreign air transportation. The Board finds that an exemption with respect to such transportation is not justified in view of the recent substantial extension of our international air transportation system, as well as the recent award of foreign air carrier permits, and in view of the smaller traffic potential which the Board finds to exist presently in the field of international air transportation as compared with interstate or overseas air transportation.

6. In view of the foregoing considerations, the present enforcement of the provisions of Title IV, except to the extent required in Section 292.5 below, would be an undue burden on Non-certificated Cargo Carriers by reason of the limited extent of, and the unusual circumstances affecting, the operations of such carriers, and would not be in the public interest.

On the basis of the foregoing findings, and pursuant to the Civil Aeronautics Act of 1938, as amended, particularly sections 205(a) and 416(b) thereof, and for the purpose of authorizing and regulating limited air transportation of

property only by certain applicants for certificates of public convenience and necessity for such service, the Civil Aeronautics Board hereby makes and promulgates the following regulation, effective June 10, 1947:

SECTION 292.5 OF THE ECONOMIC REGULATIONS NON-CERTIFICATED CARGO CARRIERS

(a) Applicability.—This section shall not apply to any air carrier authorized by a certificate of public convenience and necessity to engage in air transportation, to Alaskan Air Carriers, to operations within Alaska, or to any non-certificated air carrier engaged in air transportation pursuant to special or individual exemption by the Board or pursuant to exemption created by any other section of the Economic Regulations.

(b) Classification.—There is hereby established a classification of non-certificated air carriers to be designated as "Non-certificated Cargo Carriers." A Non-certificated Cargo Carrier shall be defined to mean any air carrier which directly engages in interstate or overseas air transportation of property only and which on May 5, 1947,

(1) did not hold a certificate of public convenience and necessity under section 401 of the Civil Aeronautics Act of 1938, as amended,

(2) had on file with the Board an application for a certificate of public convenience and necessity authorizing scheduled interstate or overseas air transportation of property only, and

(3) was actively engaged in the business of carrying property by air for compensation or hire.

(c) Scope of Operations Affected.—Except as otherwise provided in this section, each Non-certificated Cargo Carrier shall be entitled to the exemptions created by this section, only with respect to transportation between such carrier's "established points." For the purpose of this section, the term "established points" shall be defined for any given Non-certificated Cargo Carrier to include any point to or from which such carrier has transported property by air, for compensation or hire, on other than merely a casual, occasional or infrequent basis, at any time during the twelve-month period ending May 5, 1947, provided, however, that such point is a point, or is located in a region, proposed to be served in such carrier's pending application re-



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ferred to in paragraph (b) of this section. Upon filing written notice with the Board of intention to serve any other point located within the area immediately adjacent to any established point, such carrier also shall be entitled to the exemptions created by this section, with respect to transportation to or from such other point, unless and until the Board shall advise the carrier that such other point is not deemed, with reference to the purposes of this section, to be located within said immediately adjacent area, or that said transportation to or from such other point is not in the public interest.

(d) **Duration of Exemption.**—Unless otherwise extended as to any particular carrier by appropriate order of the Board, the exemptions provided in this section shall apply to each Non-certificated Cargo Carrier only until 60 days after the Board shall have made final disposition of any one application; or part thereof, on file with the Board by that carrier on May 5, 1947, for a certificate of public convenience and necessity authorizing the direct scheduled interstate or overseas air transportation of property only.

(e) **Exemptions.**—Except as otherwise provided in this section, Non-certificated Cargo Carriers shall be exempt from all provisions of Title IV of the Civil Aeronautics Act of 1938, as amended, other than the following:

(1) Subsection 401(1) (Compliance with Labor Legislation);

(2) Section 403 (Tariffs);

(3) Subsection 404(a) (Carrier's Duty to Provide Service, etc.), only in so far as said subsection requires air carriers to provide safe service, equipment, and facilities in connection with air transportation, and to establish, observe and enforce just and reasonable individual and joint rates, fares, and charges, and just reasonable and equitable divisions thereof, and just reasonable classifications, rules, regulations, and practices relating to air transportation;

(4) Subsection 404(b) (Discrimination);

(5) Subsection 404(a) (Filing of Reports): *Provided*, That no provision of any rule, regulation, term, condition or limitation prescribed pursuant to said subsection 407(a) shall be applicable to Non-certificated Cargo Carriers unless such rule, regulation, term, condition or limitation expressly so provides;

(6) Subsection 407(b) (Disclosure of Stock Ownership);

(7) Subsection 407(c) (Disclosure of Stock Ownership by Officers or Directors);

(8) Subsection 407(d) (Form of Accounts): *Provided*, That no provision of any rule, regulation, term, condition or limitation prescribed

pursuant to said subsection 407(d) shall be applicable to Non-certificated Cargo Carriers unless such rule, regulation, term, condition or limitation expressly so provides;

(9) Subsection 407(e) (Inspection of Accounts and Property); (10) Section 408 (Consolidation, Merger, and Acquisition of Control);

(11) Subsection 409(a) (Interlocking Relationships);

(12) Subsection 409(b) (Profit from Transfer of Securities);

(13) Section 410 (Loans and Financial Aid);

(14) Section 411 (Methods of Competition);

(15) Section 412 (Pooling and Other Agreements): *Provided*, That Non-certificated Cargo Carriers shall be exempt from said section 412 until 60 days after the effective date of this section: *Provided further*, That such exemption from said Section 412 shall not constitute an order made under said section, within the meaning of section 414, and shall not confer any immunity or relief from operation of the "anti-trust" laws, or any other statute (except the Civil Aeronautics Act of 1938, as amended), with respect to any contract or agreement otherwise within the purview of said section 412;

(16) Section 413 (Form of Control);

(17) Section 414 (Legal Restraints);

(18) Section 415 (Inquiry into Air Carrier Management);

(19) Section 416 (Classification and Exemption of Carriers).

(f) **Registration for Exemption.**

(1) **Letter of Registration Required.** From and after 60 days after the effective date of this section no Non-certificated Cargo Carrier may engage in any form of air transportation unless there is then outstanding and in effect with respect to such air carrier a Letter of Registration issued by the Board: *Provided*, That if any Non-certificated Cargo Carrier, otherwise authorized to engage in air transportation pursuant to this section, shall file with the Board, within 60 days after the effective date of this section, an application for a Letter of Registration, such applicant may engage in such air transportation until such Letter has been issued, or such applicant has been notified that it appears to the Board that such applicant is not entitled to the issuance of such Letter.

(2) **Issuance of Letter of Registration.** Upon the filing, in duplicate, of proper application therefor, the Board shall issue, to any Non-certificated Cargo Carrier, a Letter of Registration which, unless otherwise sooner rendered ineffective, shall expire and be of no further force and effect, upon a finding by the Board

that enforcement of the provisions of Section 401 (from which exemption is provided in this section) would be in the public interest and would no longer be an undue burden on such Non-certificated Cargo Carrier or Class of Non-certificated Cargo Carriers. Such application shall be certified to by a responsible official of such carrier as being correct, and shall contain the following information: (i) date; (ii) name of carrier; (iii) mailing address; (iv) location of principal operating base; (v) if a corporation, the place of incorporation, the name and citizenship of officers and directors, the name and address of each stockholder owning beneficially more than five per centum of the voting interest, and a statement that at least 75 per centum of the voting interest is owned or controlled by persons who are citizens of the United States or of one of its possessions; (vi) if an individual or partnership, the name and citizenship of owners or partners; (vii) reference, by date of filing and docket number, to pending applications for certificates of public convenience and necessity for interstate or overseas air transportation of property only, filed with the Board prior to May 5, 1947; and (viii) list of the carrier's established points, as defined in paragraph (c) of this section, showing, as to each such point, the maximum number of its flights serving such point in any one month during the twelve-month period ending May 5, 1947.

(3) **Non-transferability of Letter of Registration.**—Letters of Registration shall be non-transferable and shall be effective only with respect to the person named therein.

(4) **Suspension of Letter of Registration.**—Letters of Registration shall be subject to immediate suspension when, in the opinion of the Board, such action is required in the public interest.

(5) **Revocation of Letter of Registration.**—Letters of Registration shall be subject to revocation, after notice and hearing, for knowing and willful violation of any provision of the Civil Aeronautics Act of 1938, as amended, or of any order, rule or regulation issued under any such provision, or of any term, condition or limitation of any authority issued under said Act or regulations.

(g) **Separability.**—If any provision of this section or the application thereof to any air transportation, person, class of persons, or circumstance is held invalid, the remainder of the section and the application of such provisions to other air transportation, persons, classes of persons, or circumstances shall not be affected thereby.

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Santa Fe and Air Transportation



Santa Fe has filed applications with the Civil Aeronautics Board to operate as a common carrier of property and mail in the general territory it serves. The objective is fourfold:

- 1** To meet the public demand for air speed where desired in the transportation of freight and mail.
- 2** To follow the practice of using the most efficient transportation equipment, facilities and techniques that are available.
- 3** To contribute to the development of an air transport system properly adapted to the present and future needs of the domestic commerce of the United States, of the Postal Service, and of the national defense.
- 4** To carry by air that portion of the existing mail and baggage car traffic of the Santa Fe Railway for which the Post Office Department and the shipping public demand air speed.

Santa Fe, as one of the prime developers of the West and Southwest, feels a natural obligation to furnish this territory with every facility possible.

This will be recognized as in keeping with the spirit of enterprise, initiative and public service on which this country depends for its further development and prosperity.

Santa Fe "Ground Facilities"

Santa Fe has provided a friendly "stand-by" service which has contributed to the financial success of air transport since 1928. Trucks, train accommodations, mail and express car space are provided on short notice to aid air travelers and air shippers when flight is impracticable.

The far-flung facilities of Santa Fe include:

America's largest fleet of diesel locomotives, totaling 658,760 horsepower. Giant diesel trucks and trailers readily available. America's largest private communications system. Station, warehousing and refrigeration accommodations and handling devices geared to handle everything from a sack of mail to a planeload of farm machinery parts or gardenias. Brains, brawn and "know-how" available in the Santa Fe "family"—68,000 strong.

Complete Co-ordinated Service

Shippers for many years have relied on Santa Fe's service, always alert and ready to get the shipments through. And both shipper and carrier agree when it comes to real co-operation—"Santa Fe goes all the way!"

SANTA FE SYSTEM LINES

Serving the West and Southwest

Air France Story

(Continued from page 19)

Turkey, Uruguay and, of course, the United States. Soon the *Comets* will be flying into Greece and Turkey, and streaking across China to Hong Kong. Service to Canada is not far distant.

Considering the variety of products available from these many countries, colonies and territories on the 100,000-mile network, there is every reason to believe that it will be no time before there will be shipments of exotic things never before seen in the markets here. And, we may expect to ship hundreds of American-made items to the far reaches of the earth now served by air.

Many buyers, salesmen, technicians and business men are traveling these routes, covering four or five times as much territory as they were able to reach even by the fastest means of surface transportation before the war. A buyer for a well known New York mercantile establishment who made two trips to Europe each year before the war is now planning six and expects to spend more time in his office than he was able to do when he was using surface means of transportation.

Teachers and students are also flying between the United States, Europe and points in Africa, South America and Asia in increasing numbers, bringing into their classrooms practical lessons in geography, history and economics.

Rebuilt from the ashes of two wars, Air France today stretches across most of the earth and its vast operation, backed by 28 years of over-water flying experience, has served as a model for other airlines. *Magazine Digest* recently awarded Air France its 1947 Merit Award in recognition of its achievements in the field of international aviation and its efforts in the promulgation of Franco-American relations.

In the United States, United Air Lines is general agent for the French airline, so that a shipper or passenger can make space reservations in any one of the cities along United's routes. Arrangements can be made in Omaha, San Francisco or Honolulu for passage or shipment of goods via United and Air France.

Air France operates a fleet of *Constellations* in its Atlantic service. These four-engine planes are maintained by the manufacturer at specially equipped hangars and shops at MacArthur Field, Islip, Long Island. The planes are ferried to MacArthur Field from LaGuardia Airport after the discharge of passengers and cargo, and then flown back in time for departure of flights across the Atlantic.

TRANSPORT TIDINGS

Month of Records

Aviation writers were kept on their toes during April, what with the cropping up of a new batch of speed records involving a number of domestic and international airlines.

Trickiest day was April 26 when the planes of two transatlantic lines—British Overseas and Pan American—smashed the week-old Newfoundland-to-Shannon speed mark of five hours and 55 minutes.

First it was a BOAC plane which set down at Shannon five hours and 28 minutes after taking off from Newfoundland. A few hours later a Pan Am *Clipper* made the run just 10 minutes shy of the new British mark, but 15 minutes better than the old one. Not long afterward another PAA plane landed in five hours and 30 minutes, two minutes away from equaling the new record.

A day later, however, brought the record back to the United States when another Pan Am transport, a *Constellation*, clipped five minutes off the one-day BOAC mark. In all cases, strong tailwinds helped the aircraft along.

Earlier in the month the *Connie* came in for its share of publicity when the TWA transport *Star of the Nile*, averaged 365 miles an hour on a flight from Kansas City to New York. Nonstop time was three hours and four minutes.

But the DC-6 also was tearing old commercial speed records to bits. For example, a Panagra sleeper plane dashed nonstop from Santa Monica, California, to Miami in seven hours and 14 minutes, as compared with the old Pan Am mark of eight hours and five minutes. This plane will be put into service on Panagra's Miami-Buenos Aires run.

The United Air Lines DC-6 made headlines, too, when it attained an estimated top speed of 500 miles per hour in flying from Detroit to Cleveland. Time: 12 minutes and 50 seconds, with 52 passengers aboard. However, this all-time record is unofficial.

The American Airlines' speed record of one hour, 51 minutes, and 43 seconds, from Chicago to New York, is an official one. Carrying a full payload, the AA DC-6 sliced three minutes and 17 seconds from the old record established by TWA in April, 1946.

Meanwhile, Sabena has hung up a record of its own with a 14-hour, 46-minute flight from New York to Brussels. The DC-4, flying nonstop, averaged 256 miles per hour over the 3,780-mile route. Sabena opens its transatlantic service next month.

ATA Passenger Report

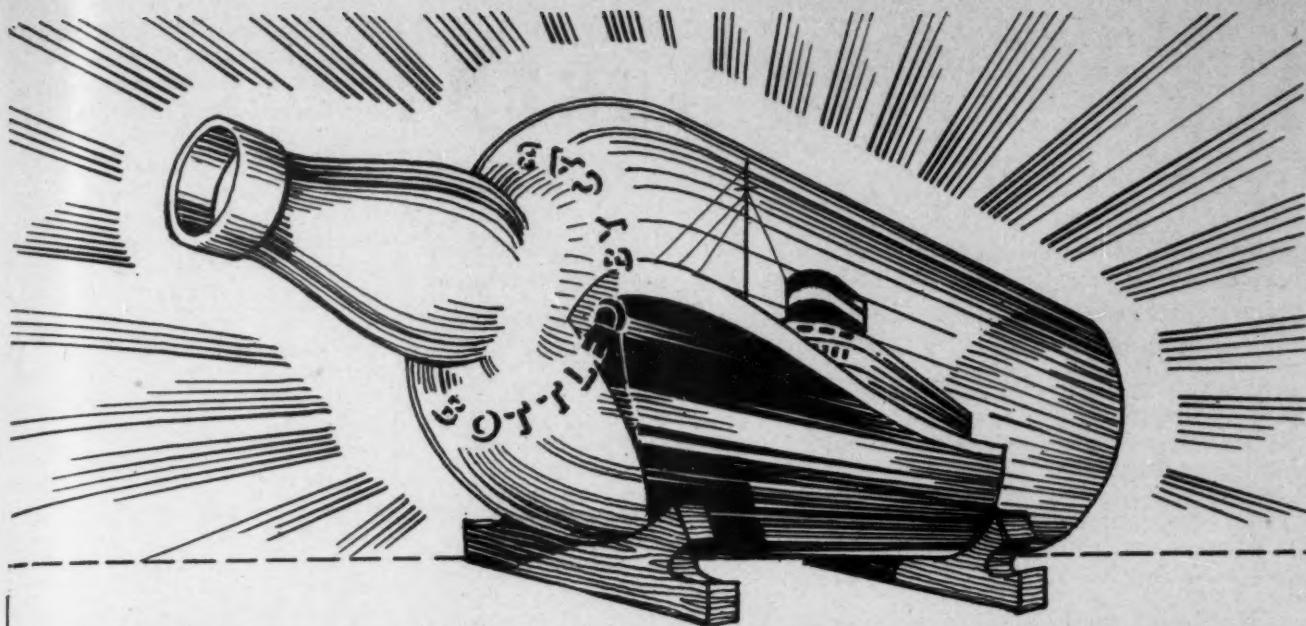
In a statement issued on May 5, the Air Transport Association revealed that for 44 consecutive months the scheduled airlines have improved their passenger-carrying record over the corresponding month of the previous year. Even though the year 1946 was the topmost in commercial aviation history, ATA officials are confident that 1947 will exceed the record. They pointed out that there were 105,874 more passengers carried on the scheduled airlines in January of this year than in January, 1946, with revenue passenger-miles 54,578,445 over the figure for the corresponding total of last year's first month.

Comparing the 1946 scheduled airline figures with those of the railroads, the ATA said that airlines' passenger increase over 1945 was 86.11 percent as compared with the Class I railroads' loss of 20.6 percent.

NEWLY ELECTED HEADS OF TWA



Warren Lee Pierson (left), recently elected chairman of the board of directors and director of the international operations of Trans World Airline; and La Motte T. Cohn, new president of the airline. Pierson, who is president of All American Cables and Radio, was formerly president of the Export-Import Bank. Cohn is chairman of Northrop Aircraft. The election of Pierson and Cohn came as no surprise, since their names were widely rumored as probables for the important posts.



BOTTLED UP: A \$50,000,000 CUSTOMER!

The customer is the American steamship companies who want to fly the trade routes which they have pioneered and developed.

\$50,000,000 is what the steamship lines were prepared to spend on aircraft and equipment to start operations over these routes.

The aviation industry lost this cash customer when the Civil Aeronautics Board denied the shipline applications.

WHY?

One reason given by the Board in its recent decision on steamship eligibility reads "by reason of their superior resources and extensive facilities for solicitation, such carriers would often be the possessors of powerful competitive weapons which could enable them to crush the competition of independent air carriers."

But the Board expresses not the faintest alarm over the fact it has granted this right to fly to FOREIGN airlines controlled by FOREIGN steamship interests who have the same "POWERFUL COMPETITIVE WEAPONS", and who are now using them aggressively to the detriment of both our airlines and our shiplines.

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3. CREATE NEW MARKETS FOR OUR ORDER-HUNGRY AVIATION INDUSTRY.



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Grace Line, Inc. Matson Navigation Co. Moore-McCormack Lines, Inc. Oceanic Steamship Co.
Seas Shipping Co. United Fruit Co. United States Lines Co. Waterman Steamship Corp.

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IT'S AN WORLD

REG. U. S. PAT. OFF.

By L. A. GOLDSMITH, *Economic Analyst*, AIR TRANSPORTATION

The world's first customs free airport at Shannon, Eire, makes history as international trade begins to pick up momentum. Here's the latest information and interesting sidelights on the international airport you'll be hearing a lot about.

ON April 21, 1947, at 24 minutes past two o'clock in the afternoon, Shannon Airport, an area of approximately 800 acres, became the world's first customs free airport. This step has made it possible to set up what can become virtually an international center for world trade window shopping.

Consignments of merchandise or raw material can be brought into Shannon and stored there indefinitely, and shipped out again without any formalities or delays such as would occur in ordinary seaports or airports. Every facility will be given for sorting, repacking, processing, or any other activities appropriate to such a free zone. The Government of Eire has been assured by the air companies using Shannon that they are keenly interested in Shannon's possibilities as a freight distributing center. In fact, one company has signalized opening of the free airport by shipping freight from Amsterdam and New York which would be stored at and distributed from the airport.

Sean Lemass, Eire's Minister for Industry and Commerce, signed the order which gave effect to this historic Irish contribution to international air transportation. Customs officers then withdrew beyond the 800-acre area, and a special motorcycle police squad began patrolling the boundaries of the airport. Henceforth, people desiring to enter or leave the airport must pass through the customs station located at the boundary of the airport.

The official document which inaugurated the customs free airport bears the title, *Air Navigation (General Regulations) Order 1947*. This supplements *Air Navigation (General Regulations) Order 1930*, and in addition has the effect of implementing the basic standards laid down at the Chicago Convention on International Civil Aviation, for the facilitation of international air transportation. These standards' main purpose was to reduce customs and immigration formalities and consequent delays—the bane of the air traveler's life.

The desirability of establishing free airports was raised by the Irish delegation at the 1944 Chicago convention; they played an active part in development of the idea by PICAQ.

American Overseas Airlines landed one of its planes at Shannon 40 minutes after Mr. Lemass had opened the customs free airport, and was the first airline to bring in duty free freight to Shannon. Harold R. Harris, vice president and general manager of AOA, sent a special letter to Mr. Lemass in which he said:

"It is especially fitting that Shannon should become the world's first free airport. It is adjacent to thriving and progressive Irish industry and Shannon Airport is the air threshold of Europe and the transatlantic springboard to Newfoundland, Canada, and the United States. It is indeed one of the world's great international airports."

In addition to many other officials of the Eire Government who attended the ceremonies, there were representatives of aviation and allied industries: J. J. O'Leary, director of Aer Lingus; Colonel K. Krepps, United States attache; W. Moreland, United States consul at Limerick; Connor Corrigan, representing BOAC; Ralph Parmley, Pan American; W. Scott-Redfield, AOA; J. Collins, TWA; Roger Plaine-maisana, Air France; and W. Whelan, district manager, Aer Lingus.

Mr. Lemass pointed out in an address his great appreciation for the cooperation given by the companies utilizing Shannon's facilities, either as transport lines or in other capacities. The Lockheed Aircraft Company, for instance, has shown its faith in the airport's future by establishing there its maintenance and repair department.

Pan American Airways has also taken advantage of what they term the "forward looking vision" of the customs free airport development. PAA has established methods of procedure for handling cargo for Central Europe and the Middle East through storage facilities at Shannon. The Irish Government supplies the warehouses and the guards covering this movement of goods going via international trade channels. PAA's all-air cargo service is scheduled to start this month. Cargoplanes will leave for Europe three times a week. The airline plans to make the fullest use of the facilities offered by Shannon. Incidentally, the first cargoplane of new fleet is called *Clipper Gladiator*.

Mr. Lemass asserted his belief that the establishment of a customs free airport would have been justified even if it were designed solely for the convenience of transit passengers, but that its utility would be even greater for freight transport. He emphasized the fact that the people who would benefit most would be the merchants and transport companies engaged in international trade.

Eire itself stands to benefit greatly

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by the further development of international trade passing through the free airport. For instance, it will greatly increase the highly profitable "invisible" exports for the country through the additional revenue which will be received by both the nationals and the Government from foreigners for payments of services rendered by and through the services created in the establishment and operations of Shannon.

Ireland's present "invisible" exports are not inconsiderable, but they were curtailed during the war. One of the most unusual of these "invisibles" is the payments on Irish Sweepstakes tickets received from all parts of the world, particularly the United States. Then there are emigrant remittances, tourists expenditures, pensions payable by the British Government to people resident in Ireland, and, of course, interest payment on investments held abroad by Eire and its nationals. All export "invisibles" are very much needed by Ireland to equalize her international balance of payments, as in normal times her merchandise imports are usually much higher than her merchandise exports.

Therefore, the development of Shannon as a free airport will enhance Eire's fiscal balances favorably. While there will be many more free international airports established in other countries in the not too distant future, Eire will always have the distinctive accolade of having been the first in this direction. It required not only vision but the right type of energy to translate her vision into action which will create the practical world trade development envisaged by Mr. Lemass. Said he:

"We here today may claim in a small way that we are making history . . . and we hope that the setting up of the customs free airport will make a milestone on the long road back to normal world conditions."

Hughes Demonstrates Radar

Howard Hughes, who has been making more than a little aviation news of late, has personally demonstrated what he says is the first successful application of radar to commercial aircraft.

The radar device, which Hughes tested for the benefit of the press, weighs less than 16 pounds (the radar equipment carried by the P-51 *Black Widow* weighs 700 pounds), and, according to his statement, can be installed in any plane for the extremely low cost of \$130.

During the demonstration Hughes piloted a TWA *Constellation* through a canyon in the Santa Monica mountains, California, which pilots usually avoid. When the plane was within 2,000 feet of the mountain on the left side of the canyon, an amber light flashed in his cockpit. Nevertheless, Hughes continued approaching the mountain until he was dangerously near it—less than 1,000 feet away. He cut 160 degrees to the left, and climbed at the rate of 300 miles an hour.

A red light flashed in the cockpit just before Hughes reached the peak. This indicated that the big transport was within 500 feet of the mountain. When it cleared the peak, both the amber and red lights flashed off.

Hughes stated that "earlier radar is difficult to interpret and requires a trained operator," and that it was so inefficient that TWA was throwing it out of its planes.

"This new device is simple," he said. "You set it for whatever range is necessary. I know it is accurate up to 5,000 feet. When the lights flash on, the pilot either climbs or veers to one side, as his knowledge of the surrounding topography indicates."

Hughes plans to have these radar devices placed in all of TWA's transports.

Air Freight Survey

(Continued from page 18)

New York with the consequent net savings in transit time by air over surface carriers. Taking into account the 25 percent provision for increased production, it is estimated that women's apparel merchandise manufactured in the New York metropolitan area represents an immediate air potential of 2,809,000 to 3,511,000 pounds a year to the Bay area and 1,448,000 to 1,810,000 pounds to the State of Florida.

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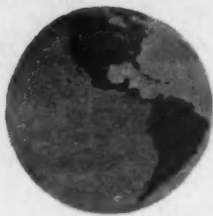
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Trade-by-Air

A. W. BUTTENHEIM

President

Colombian-American Chamber of Commerce

To the Republic of Colombia belongs the distinction of being the birthplace of commercial aviation in the Western Hemisphere. From the primitive three-passenger hydroplanes of 1920, which flew up and down the Magdalena River, its domestic air transport network comprises today a fleet of huge four-motored caravels of the sky, carrying their great loads of freight and passengers over jungle and mountain to the remotest corners of the Republic.

Air transport has brought to Colombia, in the short space of 27 years, the progress and prosperity of centuries. The citizens of Colombia, accustomed to moving on wings, are the most air-minded in the Americas, utilizing this form of transportation for both commerce and personal travel. Like the Colombian Government and its citizenry, the Colombian-American Chamber of Commerce recognizes the contribution of air transport to the country's development, and is desirous of doing everything it can to promote its safety and efficiency as a vital public force.

HERMAN E. BOSSART

Vice President

American Chamber of Commerce for Trade with Italy

Air transportation has become a vital factor in rebuilding commercial and social intercourse between Italy and the United States. The flow of passengers and goods between the two countries is steadily increasing. American and Italian businessmen are becoming more air-minded, not only as far as their personal traveling is concerned, but especially in solving their freight transportation problems.

Shipments of food, clothing and medicine to Italy, and of lace, perfume and samples of all kinds from Italy have become substantial in recent months. It may be interesting to keep in mind that the United States Post Office accepts parcel post packages for relief purposes only. In many instances it is not only faster, but also much cheaper to send small packages to Italy by air than by sea. The same problem arises on the Italian side, as the Italian Post Office does not accept parcel post packages exceeding one pound, two ounces in weight.

What does air commerce mean to the international traders of other lands? Air Transportation Magazine puts its finger right on the heart of the question with this round-up of views by executives of foreign chambers of commerce in the United States, particularly as it affects trade with this country.

It is regrettable that many individuals do not yet realize the full value of the possibilities that air transportation offers.

SIGURD CHRISTENSEN

Consul General

Consulate General of Denmark

It has been a pleasure to learn that the AIR TRANSPORTATION, in its coming May issue, will deal especially with international trade by air, as the development in this field is followed with the greatest of interest in Denmark today.

The progress made in aviation during the war has been adapted with astonishing speed to peacetime transportation service, and has also led to important expansions in postwar Denmark. Not only have the airlines—which connected Denmark with other European countries—been reestablished and enlarged, but more overseas airlines, which before the war were considered only distant possibilities, are today in operation, and others are to be inaugurated shortly.

The most important of the newly established overseas connections is the Copenhagen-New York line, with daily service by Scandinavian Airlines System and American Airlines. This service will probably prove revolutionary in promoting relationships between our two countries, as the distance today can be covered in 23 hours compared with eight to 10 days as it took when the war in 1940 interrupted the connection for five long years.

Up to now air transportation to and from Denmark has been mostly utilized for passengers and mail, and only to a small degree for merchandise, but Danish enterprises are fully aware of the possibilities opened by this speedy form of transportation, which will undoubtedly be increasingly employed as international trade is reestablished.

ARTHUR S. KLEEMAN

President

Korean-American Chamber of Commerce

It has brought great encouragement to the Korean-American Chamber of Commerce to hear of the service to Seoul which is planned for inauguration on June 1, 1947, by Northwest Airlines.

The directors of the Chamber have been deeply interested in supporting an effort to open up Korea for passenger, mail and air express and freight service, for they have realized for a considerable length of time that until there was such a contact, there could be little hope of trade interchange between Korea and the United States.

One of the first objectives which the Chamber anticipates it will be possible to further is the development of markets for Korean products in this country. Such a program can be accomplished only when it is possible for American business men to visit Korea with ease, so that they can study the availability of usable raw materials and finished goods. The establishing of Northwest's service should mark the beginning of such a survey, and the Chamber is confident that benefits to both countries will result.

ARTHUR B. FOYE

President

Far East-America Council of Commerce and Industry

Trade between the United States and the Far East and India, an area containing half the world's population, is beginning to open up on a large scale. Last year our trade turnover with that territory amounted to the impressive total of \$1,800,000,000 (not including UNRRA and Lend-Lease shipments), and the surface has so far only been scratched. In this development air

in the World Over



transportation will play an important part, not only because of the great distances between our country and the Orient, but also because of the vast areas there, where other forms of modern transportation are inadequate or virtually nonexistent.

Paving of the way for large-scale development of air services to the Orient has been accomplished by the recent air pacts concluded by our Government with the Governments of China, the Philippine Republic, India and Siam. Under these agreements, such outstanding aviation organizations as Pan American World Airways, Trans World Airlines, and Northwest Airlines have initiated and are extending services from this country to the principal commercial centers of the Far East and India. Connecting lines in the various Eastern countries are completing the network which will in the near future bring to the businessmen of this country and of the Orient a completely integrated passenger, mail and freight air service. This will undoubtedly be a great stimulus to a large and steady development of two-way trade between the United States and the Orient.

LEONARD JACOB II

President

Argentine-American Chamber of Commerce

The Republic of Argentina has recently given evidence of its growing interest in foreign trade and in the promotion of closer ties with its sister American Republics. The announcement that Argentina's diplomatic representation in all Central American countries will be elevated to ambassadorial rank is an indication of its intention to ex-

pand its trade and social connections throughout the Hemisphere.

The Republic of Argentina has recently become a lending nation and in exchange for its financial assistance has signed important trade agreements with many of its neighbors, and in its government's economic five-year plan there is a definite trend toward industrialization. Such a program will require heavy machinery and technical assistance from the United States and other industrial nations.

All this points up to a period of unprecedented activity in Argentina and to an eventual increase in over-all trade involving changes in markets and flow of commodities to and from her shores.

It is self evident that because of the great water distances between Argentina and many of her potential markets, and the lack of interconnecting railway and highway facilities, the movement of goods and personnel must depend to a great measure on the facilities of the commercial airlines to overcome the natural barriers that exist today.

PIERRE G. MARTIN

Executive Vice President

French Chamber of Commerce of the United States

The French Chamber of Commerce is vitally interested in air transport, fully realizing its importance in the development of Franco-American trade relations. Some of France's main exports to the United States are products which are most easily and advantageously shipped by air: luxury items, small in volume and light in weight but of great value, delicacies which must be moved rapidly to the table of the American

gourmet, and the latest articles of fashion which American women want while they are still new.

The French Chamber of Commerce has participated in two exhibits of French products transported by air. In the Spring of 1946, to mark the opening in commercial air service between Europe and the United States, the French Chamber organized a display of French products shipped by TWA. These products were displayed in the windows of the American Express Company and were greatly admired by passers-by on Fifth Avenue. For the National Aircraft Show held in Cleveland last November, the French Chamber helped organize a second successful exhibit of French products shipped by air.

We feel certain that air transportation will play an ever-increasing role in the development of trade relations between France and the United States, particularly when transportation rates are adjusted to meet economic needs. Even now, American women, wearing the latest styles of Parisian jewelers, can admire in newly-issued French fashion magazines the smartest creations conceived by the couturiers of the Rue de la Paix and by all those artists, artisans, and manufacturers whose craftsmanship adds to the prestige of French products throughout the world.

P. E. SIBILIA

Secretary

Peruvian-American Association

Peru was one of the pioneer countries in the development of air transportation in South America and continues to play

(Concluded on page 53)

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FROM WASHINGTON

Community Airline

The community airline idea is buzzing Congress again with Juan T. Trippe's third campaign to bring it about. PAA's president has come through with the prediction that the dissolution of United States overseas carriers and the establishment of a single, unified company would save the taxpayers at least a hundred million dollars a year. With the Republican-controlled Congress in an economical frame of mind, the new fight will have some interesting overtones.



Juan T. Trippe
For Community Airline

Trippe has endorsed the bills of Representatives Charles Wolverton of New Jersey, Evan Howell of Illinois, Carl Hinshaw of California, and Oren Harris of Arkansas. Harris is the lone Democrat among the four.

According to Trippe, a community airline would make possible higher load factors, do away with duplicated ground facilities thus reducing overhead, shift equipment and personnel to meet seasonal traffic needs, and gain through the combined resources of the domestic air carriers. (For example, overseas-bound passengers would pass from United States domestic aircraft to United States transocean aircraft.)

The PAA head told the House Commerce Committee that the development of commercial aircraft is approaching a standstill in this country, and that passage of the bills "will give a credit of \$500,000,000 to the consolidated company." Britain's present capitalization, he said, is \$320,000,000. He declared that at the present time the United States airlines are undermining each other. On a different tack, Trippe stated that the British were leading in the jet transport field, and that consolidation of the United States overseas airlines would be a major factor in overcoming this lead.

Trippe found support in the testimony of John M. Franklin, president of the United States Lines Company; and Merrill Meigs, former chairman of the aircraft division of the War Production Board. William Pauley, ambassador to Brazil, and Ed Hickey, Justice Department assistant, are opposed to the idea. Numerous airline officials are slated to present their own testimony in opposition.

Colonial Answers CAB

In a special report before the Civil Aeronautics Board—this is in response to a CAB order dated March 18, 1947—Colonial Airlines urged greater speed by the Board in reaching decisions on applications for mail rates and new routes, and more cooperation between the CAB and the Post Office Department.

It stated that "the public apparently has received the impression that Colonial has been awarded a substantially increased mail rate and is now asked by the Board to explain the necessity for it and to recommend ways and means for alleviating the situation." Calling the general impression unfair, the report goes on to point out that the airline "petitioned for a temporary rate only for a new route over which a mail rate had never before been established. The temporary system pay rate received by Colonial from the Board on April 1 was 20 cents per airplane mile, which was actually less than the permanent base rate of 21.61 cents which the Board had previously established over Colonial's only prior operated route 72-72F."*

* See last month's AIR TRANSPORTATION.

The report stressed that the temporary rate applied by its terms to a maximum average daily mileage of 12,000 was expected to bring an increase in the over-all mail compensation because of the rate's application to a greater number of miles of scheduled operations over the two routes. It added that the Post Office Department, under Section 405 (e) of the Civil Aeronautics Act, "will not designate mail schedules which will aggregate 12,000 average daily miles, or even any substantial portion thereof." According to Colonial, Robert S. Burgess, Deputy Second Assistant Postmaster General, this left only 10 of the airline's 22 schedules over Route 72, and four of its six schedules over Route 71 designated for mail service. Mileage of these schedules total a daily average of 5,665, which falls short of the limit by 6,335 miles. Next month Colonial's schedules over Route 72 will be increased to at least 30, and over Route 71 to six schedules.

Colonial argued that the maximum mail compensation it would receive from these schedules "would be approximately one-half of the maximum compensation the Board apparently intended to provide under the average daily designated mileage of 12,000 miles." (This assumes that all schedules were operated every day.)

"It therefore appears," Colonial stated, "that the action taken by the Post Office Department, in effect, results in reducing by approximately one-half the amount of mail compensation which the Board found to be required by Colonial by its Decision and Order of April 1."

Half-Million for Western

A lump sum of \$485,998.59 for the five months October, 1946, through February, 1947, has been granted Western Air Lines by the CAB. The check, when received, will represent retroactive adjustment in mail compensation.

Under the adjusted rate, Western will receive, in addition to the above figure, a total of \$70,878.16 for mail carried during the month of March, and an estimated \$53,994 for April. The new rate is a temporary adjustment pending a hearing and final determination of a permanent mail rate for the airline based on its petition for an increase in rates filed with the Board three years ago. The scale provides for mail payment to Western of 18 cents per plane-mile during the month of March, 15 cents per plane-mile during April, May, and June; and 12 cents per plane-mile from July 1, through March 31 of next year. (The airline's present mail rate is 3½ cents per plane-mile.)



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AIRDOM



(Trade Mark)

EARLIER this month radio audiences were given an inside glimpse of the air transportation business in action. It was the Columbia Broadcasting System program, *Hits and Misses*, which drew upon three young ladies from Air Express International Agency, Inc., to do all the explaining. The selection was an excellent one, for Air Express International has behind it more than a decade of experience in air transportation.

Now take Anne McCarthy, who's 27, and has more than a smattering of the transportation ins and outs. Fact is, she has spent some eight years at it, serving a number of companies as a passenger representative making air, rail, and steamship bookings, hotel reservations, securing theatre tickets, and arranging tours. She has gone even so far as to shop for her travelers.

Miss McCarthy came to Air Express

International nearly a year ago. It was just at the time that the company organized its travel department, and the young lady fell right into the position of assistant manager of that department. What's her job all about? Well, it goes something like this: She arranges travel to any air-served city in the world; offers individual consultation to passengers concerning best available routes, passports, visa requirements, etc.; and takes care of all stopovers and hotel reservations en route.

A job of the sort of Miss McCarthy's doesn't keep her chained to her desk. Last Spring, for example, she flew to Bermuda as the guest of an airline so that she could acquaint herself with the vacation spot. It is one thing selling reservations for a place one has never visited, and another for a place one can speak about with authority.

What are the favorite destinations of today's air travelers? Miss McCarthy had the right answer: South America and the Near East. To the radio listeners it was another concrete example of the direction of our post-war business.

Consider Nancy Arena, 20-year-old Air Express International representative before the mike, who, for a solid year, has been stationed at the company's office at LaGuardia Airport.



BATTING for Air Express International on the WCBS radio program, *Hits and Misses*, were (left to right) Nancy Arena, Telia Ferraro, and Anne McCarthy. Harry Kramer, master of ceremonies, is also shown in this picture . . . Employees at one of the offices of Air Express International Agency (right) take time off from their duties to listen in.



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Royal Dutch Airlines

Here's another aspect of the air transport business—imports and their documentation—which should have opened not a few laymen's eyes.

Of course, Miss Arena's duties are more or less prosaic to the seasoned air transport man; but the true glamor of the world's goods funneling through her hands still have a wondrous effect. Daily shipments of the following variety are handled by the young miss: live birds from Denmark, Bermuda lilies, dogs from England, Paris styles, alligator shoes from Argentina, coffee samples from Brazil, machinery from Czechoslovakia, watches from Switzerland, diamonds from Siam, semi-precious stones from Egypt, press material, and diplomatic pouches for foreign embassies in Washington.

The average man's conception of an air import being snapped up by the consignee a few minutes after the plane touched its wheels to the runway was torn to shreds by Miss Arena. After all, the intricacies of customs and documentation are part of her job.

Interesting experiences? Yes, of course—particularly the one about the dog. It was a greyhound racer from England, and all during the flight from the Eastern end of the Atlantic the crew was in a dither because the dog was due to have a litter. On learning

the true nature of the situation, Miss Arena also was put into more or less the same dither. Not that she was overly concerned about the canine mother-to-be; it was just that her documents called for a lone dog, which, if increased several-fold (as appears to be the age-old habit) would work not inconsiderable complications. The problem was to get the laboring greyhound through customs in an awful hurry—and "awful" is the correct word in this case.

You'll be interested in knowing that Miss Arena managed to get the dog in under the line in the nick of time, a short while after which the greyhound population was increased by five.

And now for Tilia Ferraro, 23, who handles air shipments to foreign countries. Daily newspapers, dehydrated foods, penicillin, drugs, serums, clothing, agricultural and industrial tools, phonograph records, nylons, fountain pens, gold—all these and more pass through her department. A telephone from the consignor, pick-up and delivery to the Air Express International office (in Miss Ferraro's case, 21 West Street, New York, one of many such offices spotted throughout the country), foreign documentation, possible repacking for air, booking on an airplane, and delivery to the airport for the flight to country of destination.

Naturally, Miss Ferraro has had her own share of unusual shipments. There was that bull which was shipped by rail from Canada to Grand Central Station in New York. It was picked up, transported by motor truck to Teterboro Airport, which is on the New Jersey side of the George Washington Bridge. The specimen of bovine beauty was transferred to a cargo plane destined to Kingston, Jamaica. There was only one intermediate stop, at Jacksonville, Florida, where the bull was fed, watered, and exercised.

A second example of the unusual was a gift radio consigned to the King of Egypt. Following shipment from New York, it was delivered to the palace by Air Express International's own Cairo representative.

Speaking of radios brings to mind the incident of the radio transmitter in Oslo, Norway, which suddenly went out of commission. An emergency cable to New York brought to Air Express International three giant transmitter tubes. There was some fast work in Miss Ferraro's office, but it paid off. Twenty-four hours later the tubes were in Oslo and lifted the blanket of silence.

And finally there was the case of the Air Express International customer who purchased a home in Mexico City. Most of his furniture was shipped by

(Concluded on page 54)



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Mr. Airline . . . Meet Mr. Forwarder

(Continued from page 14)

terests of air carriers through specific "tailored" transportation.

In some cases airlines have tried to establish their own ground service. The results are delays of two to four days, defeating the air freight purpose completely. This is almost as bad as the case of the large airline which, in order to penetrate into the express field with cargo sales, has established a system of subsidies for a messenger service costing the taxpayers and stockholders almost a thousand dollars a week, in one city.

The greatest obstacle to efficient ground services resides in the fault of pick-up or delivery rates in the airline tariffs. Present day rates of 35 cents per cwt. with a minimum of 75 cents are taken from motor freight tariffs and entirely inadequate for air ground services. Without an exception ground service organizations and carriers have been betting their bottom dollar on air freight. The airlines have treated them badly since they have been looking mostly for cheapness instead of service. However, there is still time to remedy this situation. For metropolitan pick-ups there should be freight and package rates varying between 50 and 85 cents per cwt., with \$1.50 per pick-up.

Some air carriers are afraid of honest pick-up rates. As a typical consequence of rate-war competition these carriers try to use all kinds of unreliable *ad hoc* truckers, just to get cheap service. More shippers are being lost every day for air freight in general this way than the entire sales forces of all airlines can dig up. Good service needs fair rates. Shippers are business men, understanding that you must pay for what you get. If the airlines feel that the brunt of the ground services should not be borne by them, they are right, because most air freight rates are airport-to-airport. Coordinated ground services will best be remunerated through joint rates, a basis for common carriage and public service.

JOSEPH GAMBURG

General Manager
Air Clearance Association

Commercial overseas aviation is known to have entered its first important phase of development immediately on termination of the war, with the advantage of operational techniques bearing the military stamp but without the freedom from restraining civil laws enjoyed under the aegis of the armed forces. It became apparent at once that certain features of the customs process and the immigration and public health



Joseph Gamburg

regulations confined too closely this new winged industry, and that changes must be effected.

In 1944, the few overseas airlines then operating, first to observe obstacles in existing procedures, called for relief. The earliest sympathetic response came from Harry Durning, Collector of the Port of New York, who conceived the idea of a complete customs office at La Guardia Field. To progress that idea, the New York Customs Brokers' Association made plans for a central organization to represent all individual customs brokers at the airport. Thus would the customs process be completed at the airport, and much time be saved in clearance of imported air cargo. Enterprise and energy quickly made of each plan a reality, and so integrated them that it has become possible for an importer, working through his regular broker, to have his air shipment cleared through customs within a matter of hours as against days and weeks required at New York to clear an ocean shipment.

The popularity of clearance facilities at the airfield can be judged from the fact that more than half a year ago the customs office at LaGuardia Field began to handle entries equal in number to more than 50 percent of those filed at the New York customhouse. About 100 customhouse brokers and foreign freight forwarders, represented at LaGuardia Field by Air Clearance Association, organized by the brokers' association, are able to give fast, efficient service to a constantly increasing number of importers by air. The experiment at LaGuardia Field has become an institution in international air transportation.

Refinement of practice is a continuing endeavor, necessarily. Slow ground handling is the greatest handicap to successful air transportation and much of the delay experienced on the ground

may be attributed to Customs procedures not yet fully adapted to this new medium of transportation. Only legislation can give the full measure of relief required, but until such legislation becomes available we must look for help to an intelligent and liberal application of existing customs laws and regulations. Fortunately, the authorities show themselves responsive and amenable to reasonable requests for assistance.

Physical limitations, more than lack of skill or foresight, have prevented fullest exploitation of the aids at hand. An instance is to be found in the general order situation. With Customs equipped to do a creditable job at the field, goods subject to general order are sent about eight miles to warehouses in Manhattan and thereby deprived of all claims to immediate and preferential examination after entry. Were the general order warehouse on the field, the merchandise could regain all advantages of early examination and appraisal immediately upon release from its general order status. Much time would be saved; storage and cartage charges would be reduced; the efficacy of air transportation would remain unimpaired. There is no legal objection to establishment of a general order warehouse on the field; only lack of space retards progress in this regard. At Idlewild, surely, there will be space enough. Early planning for centralized examinations and general order facilities on the airfield is in order.

In the meantime, the principal causes for delays resulting in general order should be ascertained and, if possible, removed. Most times the fault lies in improper documentation abroad, a circumstance for which the airlines invite responsibility. A new breed of shipper, to whom the foreign freight forwarder is a comparative stranger, looks directly to the airline for free shipping advice—and too often gets only his money's worth. But the freight forwarder, albeit steeped in his lore, is also to blame. He has too long neglected the possibilities of air cargo, only now awakening to its profit potential. His counsel, assistance and participation lacking, the airlines perforce found themselves essaying his role. By his neglect, he is estopped to indict their few faults. His belated appearance on the scene is welcome, however, and good.

The special skills required for effective international air transportation are distributed among forwarders, carriers and customs brokers. There is no adequate concentration of experience in all departments. A union of forces is indicated. Joined in purpose, with functions defined, we can build international air shipments to the flood proportions contemplated in all our calculations.

WALTER H. JOHNSON, JR.

*Regional Director of Cargo Sales
American Airlines*

I feel that some clarification should be made concerning remarks made at the Aviation Section forum in order to do justice to the services for the air carriers which were represented. Speaking for American Overseas Airlines, I cannot agree that the service deficiencies commented upon by one of the speakers are representative of the overseas air express service which we offer.

To begin on the subject of pickup and delivery service, American Airlines has in the City of New York a pickup and delivery service for the transportation of merchandise by air which is second to none. Pickups telephoned into American Airlines for overseas shipments prior to 3:00 P. M. are always picked up on the same day and are delivered to the airport that evening with documents already checked and the international air waybill prepared. The three or four-day pickup service mentioned by one of the speakers is emphatically not the case in connection with the international air express service provided by American Overseas Airlines.

Considerable discussion has been raised about terminal space and the need for a consolidation point to which shippers are free to bring their own freight and at which shipments can be consolidated from various draymen for expeditious movement to the airport. It should not be necessary to point out here, but I would like to emphasize that American Airlines already has such a Downtown Air Cargo Terminal. Located at 318 East 38 Street, this terminal has ample floor space and an indoor unloading area for shippers' trucks or those of their draymen. A section of our Billing Department is located in this terminal, and shippers desirous of promptly securing the con-



Walter H. Johnson, Jr.

signors' copy of the international air waybill can bring their shipments directly to this terminal, have the bill cut, and their copy given them while they wait. The convenient location of this terminal makes it especially accessible for motor truck traffic for any portion of the city. Waiting time is at a minimum and no expensive truck delays need be experienced.

Considerable discussion has been given the subject of the need for storage space for outbound international air express. The principal of storage, and the use of the word, is in direct opposition to everything which we, in air transportation, feel pertinent to the movement of cargo by air. When a shipper pays overseas air express rates, he expects his cargo to move promptly, within 24 hours, out of this country towards its destination. We believe he is entitled to that standard of service. The efficient movement of freight under a service pattern such as this requires little or no storage space. Outbound traffic should not accumulate for longer than 24 to 36 hours. Our facilities at LaGuardia Field are ample to meet such service requirements and we intend to continue our service at such standards so as to make the need for storage space nonexistent.

The uncertainty, complexities and excessive expense of pier transfers for air transportation shipments have been cited by some members of the forum. I would like to point out that no such uncertainty or excessive expenditure exists in American Overseas Airlines' international air express service. We provide pier pickups at the nominal rate of 50 cents per 100 pounds with a \$5 minimum. There is no extra charge for waiting time or any other insignificant charges whatsoever. Many freight forwarders have had considerable difficulty with pier pickups and deliveries and we earnestly invite all those who have experienced difficulty in the past to utilize our service.

The final point raised on which I would like to comment is the one concerning the liability and financial responsibility of the various drayage agents operating for the overseas carriers. It should not be necessary to point out to any shipper that when an overseas airline, such as American Overseas Airlines, which features pickup and delivery service in its published tariff, provides such pickup and delivery service, it need be no concern of the shipper as to the financial responsibility of the drayage agent. Since the airline, by its tariff and under its waybill, provides for carriers responsibility from door to door, the shipper need only be concerned with the financial responsibility and reputation of the air carriers itself. The truckman operates

simply as an agent of the airline. The airline stands behind him in the performance of his pickup and delivery functions.

I think these five points which I have enumerated are of particular interest to the international shipper because they indicate that a great many of the preliminary bugs have been worked out of the international air transportation industry. It is available today to the foreign freight forwarder wishing to ship overseas—an efficient, simple, well-coordinated international air express service. He has this service available to him by the simple expedient of picking up his telephone and calling for an international air express pickup. We take care of the rest.

JAMES W. MARINER

*Director, Cargo Traffic
International Division, TWA*

The open forum principle, as sponsored by the Aviation Section of the New York Board of Trade at the first such meeting between cargo traffic departments of the various trans-atlantic airlines and the recognized foreign freight forwarders on April 23, 1947, is an excellent one.

As exemplified by the questions put to the airlines by the freight forwarders, it is evident that serious misunderstandings could come as a result of lack of knowledge and respect for each other's positions in the export and import traffic field.

The brief talks, as given by Eric Rath, Joe Gamburg, and Art Cofod, were educational and formed a basis for the discussion which followed. It is apparent that there is much to be done. For example—in disseminating information to the foreign freight forwarder concerning IATA, and the part it is playing and will play in the years to come; as a factor to be dealt with to the advantage of both the freight



James W. Mariner

forwarder and the airline concerned. Such items as:

(a) Possible joint airline terminal located in downtown New York—located, if possible, near the Custom House.

(b) Standard accounting procedures.

(c) Standard sales agency agreements between forwarders and airlines.

(d) More adequate customs facilities at entry airports.

(e) Standardized rates for clearing and reforwarding of shipments by freight forwarders.

(f) More active personal contact between the individual airlines and the freight forwarder.

(g) Education of the general public on the advantages of shipping by air.

The most serious problem which confronted the airlines in 1946 was the lack of space aboard passenger airliner which oftentimes necessitated the offloading of air express shipments short of their destination. This was necessitated because of the priority of United States mail and passenger traffic over air express shipments. This serious defect is being remedied by the airlines this year by:

(a) All-cargo flights.

(b) Larger guaranteed allocations for express on passenger planes.

(c) Higher flight frequencies.

In the interest of 100 percent under-

standing and cooperation between the foreign freight forwarder and the airline, it is hoped that such open forum meetings will continue to be held at regular intervals.

JOHN CHURCH

*Cargo Manager
Scandinavian Airlines System*

The questions raised at the forum were important and revealed interest and understanding on the part of the Foreign freight forwarders and brokers represented there.

In its cargo sales program SAS has



John Church

always leaned heavily on the forwarding trade for support with gratifying results. The opportunity to hear and discuss the comments on our service by professional shipping men was gratifying and cannot fail to be of service.

In the opinion of SAS representatives, the description given at the forum of the ground service offered by the international airlines does not reflect modern practice in New York. SAS' pick-up service is well-known and widely used, as is its midtown terminal at 46 East 29 Street, Manhattan. Consolidation of terminal facilities for all airlines would lead to congestion, as well as tending, perhaps, to a degree of control over shipments by a single organization undesirable from the points of view of the forwarder and carrier.

It cannot be too much emphasized that it is to every freight forwarder's direct advantage to become eligible, under IATA rules, for payment of commissions by the transatlantic airlines. The new simplified procedure is for the forwarder to apply to one of the airlines, who then sends him an application. This application should be answered on the forwarder's letterhead and returned to the airline, who may then submit it to the Agency Committee for approval. After its approval by the committee, the airlines are free to make individual arrangements with the forwarder for payment of commission.



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[REG. U. S. PAT. OFF.]

AIR freight is very much on the mind of the Civil Aeronautics Board, and the recent words of Chairman James M. Landis bear testimony to the fact. Said he: "We are now witnessing the beginning of an industry whose vistas seem beyond the imagination. Air carriage of cargo in 1946 increased almost 1,000 percent, and we are just starting.

"When the cost of air hauling of freight is reduced so that it will be within the reach of a large segment of the people, the efficiency of our industrial process will be greatly benefitted.

"The tempo of commerce in industry will be accelerated. Air Transport will thus be able to enter the mass market for the first time. Virtually every field in our business and industrial life will be utilizing aerial freight."

Naturally, the CAB's decision in the Air Freight Case will not be just another decision. It is being looked forward to with not a little bit of anxiety, but in any event the Fall should see positive action taken—the kind that will give the air freight industry a needed boost. What is of the utmost importance at the present time is the setting of the definite goal of taking air freight out of the luxury class and placing it on real economic levels. Happily, more aircraft manufacturers, carriers, and Government men are "wising up."

United Air Lines' air freight pact with two foreign airlines—KLM Royal Dutch Airlines and Scandinavian Airlines System—is a healthy step forward for each of the airlines concerned. As a result, United's 70 cities have been connected with some of the best markets in Europe.

The agreements provide through movement and streamlined handling of air freight shipments between the cities on United's coast-to-coast system and those of KLM and SAS in Europe. More than two-score big European trading areas are involved in the agreement.

Nor is this the end of United's air freight pacts. According to Harold Cray, the airline's vice president, UAL expects to consummate similar cargo deals with other international carriers serving both Atlantic and Pacific coast ports.

Pan American World Airways has followed TWA in inaugurating transatlantic all-cargo service. First departure was PAA's *Clipper Gladiator*, a DC-4 cargo plane modified to carry a 14,000-pound payload. Route was New York-Gander-Shannon-London-Brussels.

A day before take-off, PAA's express rates on shipments of 100 pounds or more were cut from 25 to 40 percent. Here are some examples of overseas air-shipping rates from New York; London, 77 cents per pound, as compared with \$1.17; Johannesburg, \$2.15, with \$2.69; Istanbul, \$1.16, with \$1.91; Vienna, 94 cents, with \$1.50; Karachi, \$1.67, with \$2.27. (At press time American Overseas Airlines also announced new low international air express rates.)

The *Gladiator* carried a typical express load on its first all-cargo flight: nylon hosiery, clothing, machinery samples, foodstuffs, medicinal supplies, tobacco, office supplies, etc. Says PAA: "For the immediate future, the cargo run will terminate at Brussels, but special freight flights and more cargo *Clippers* will be added if the traffic warrants."

Nor did Pan Am's new all-cargo service across the Atlantic steal all the thunder. The airline had another card under the table—an all-cargo service between Miami and Buenos Aires which knocked a full day off the previous air express flight time. Four-engined planes have taken over the job of the twin-engined ones which require three days to make the 6,000-mile flight. The new schedule is 36 hours.

The new flights are being operated on a twice-weekly basis. One serves San Juan, Puerto Rico, and the east coast of South America; the other hits Curacao, Netherlands West Indies; Caracas, Venezuela; Port of Spain, Trinidad; and down South America's east coast. Other cities served by the all-cargo flights are Ciudad Trujillo, Dominican Republic; Belem, Sao Paulo, Port Alegre, and Rio de Janeiro, Brazil; and Montevideo, Uruguay.

Cargoplanes on these runs are capable of taking on bulkier loads. For example, recent flights carried a 14-foot plastic boat, tractors, farm machinery, and mining equipment.

Shippers to Brazil would do well to heed the warning of John W. G. Ogilvie, express traffic manager of PAA, who points out that a large number of air express shipments to Brazil have met with delays at airports of export because of insufficient information on the commercial invoice. He calls to the attention of these shippers PAA's issue of *Advice to Shippers*, which specifies the following requirements:

1. Total number of packages.
 - (a) Numbers on packages (each one must be numbered).
 - (b) Type of package (crate, case, carton, bale, etc.).
2. Net, legal, and gross weight of each package.
3. Quantity and detailed description of merchandise.
4. Unit prices of merchandise.
5. Country of origin of merchandise.

Ogilvie emphasizes that for the protection of the shipper there must be observance of the Brazilian requirements in order to alleviate delays and possible fines.

"Particular attention should be given to Item 3," he said. "For example, on a shipment of shoes, a full description should be shown on the commercial invoice, such as, 'one pair ladies' brown kid dress shoes.'" Clip this item for your own protection.

FOREIGN TRADE OF PRINCIPAL AIRPORTS—JANUARY–DECEMBER 1946

Value of Exports by Air		
Airport	Thousands of dollars	Percent of total
TOTAL.....	115,280	100
Miami.....	53,012	46
La Guardia Field	23,922	21
Brownsville....	14,077	12
San Antonio....	6,336	5
Fort Worth.....	4,142	4
New Orleans....	1,571	1
West Palm Beach	1,548	1
St. Petersburg..	1,200	1
Other.....	9,472	9

Value of Imports by Air		
Airport	Thousands of dollars	Percent of total
TOTAL.....	60,216	100
La Guardia Field	33,411	56
Miami.....	17,605	29
Brownsville....	1,286	2
Los Angeles....	1,280	2
Fort Worth.....	1,050	2
Dallas.....	903	2
San Francisco..	772	1
San Antonio....	750	1
Other.....	3,159	5

Shipping Weight of Exports by Air		
Airport	Thousands of pounds	Percent of total
TOTAL.....	22,668	100
Miami.....	10,679	47
La Guardia Field	3,209	14
Brownsville....	2,295	10
San Antonio....	1,504	7
St. Petersburg..	912	4
Fort Worth.....	541	2
New Orleans....	532	2
West Palm Beach	357	2
Other.....	2,639	12

Shipping Weight of Imports by Air		
Airport	Thousands of pounds	Percent of total
TOTAL.....	7,131	100
Miami.....	3,103	44
Tampa.....	810	11
La Guardia Field	577	8
San Antonio....	483	7
San Juan.....	356	5
Bangor.....	272	4
Key West.....	229	3
Boston.....	159	2
Other.....	1,142	16

During 1946 exports by air amounted to \$115,300,000 and 22,700,000 pounds, with Miami handling 46 per cent of the value total and 47 per cent of the shipping weight. LaGuardia Field was next in value and shipping weight of exports with 21 per cent of the total value and 14 per cent of the total shipping weight. Eight leading airports (including Miami and LaGuardia) accounted for 91 per cent of the total value and 88 per cent of the weight. Merchandise imported by air last year totaled \$60,200,000 and weighed 7,100,000 pounds. Of this total value, LaGuardia accounted for 56 per cent of the value but only eight per cent of the shipping weight. On the other hand, Miami's imports, 29 per cent of the total value, took up 44 per cent of the shipping weight.

National Airlines reports glad tidings: In a half-year of freight flying, ended March 31, tonnage has shot up 600 percent. (We can't help repressing a smile at those chaps, who, only a short while ago, were saying: "Air freight? Don't be ridic, pal! It's a dream.") March has been the best air cargo months to date: 148,714 pounds. The total figure (September 15 through March 31) reads 362,902 pounds.

International air express (to Havana) is looking up, too. For example, February's records show 4,796 pounds flown, and in March, 25,947 pounds—an increase of 441 percent. Hardly anything to sneeze at, brother.

NAL has extended its freight operations to the following cities: Philadelphia, Norfolk, Wilmington (North Carolina), Charleston, and Pensacola.

A compact group of air cargo economists, business journalists, and researchers, under the direction of Lucien Zacharoff, prominent aviation author and economist (*Vital Problems of Air Commerce, The World's Wings*, etc.) is offering something new to air shippers. It's *Payload*, a nationwide service specially designed to meet the immediate needs of the men whose goods fill the cargoplanes.

Payload addresses itself directly to "manufacturers and shippers, wholesalers and retailers, importers and exporters, freight forwarders, and all progressive executives." The service is a two-fold one: a fortnightly eight-page report and analysis of air cargo development as it affects the shipper, and consultation service by the staff and guest experts. As Zacharoff explains it, *Payload* is offering know-how to those who "are not sure they are getting the most out of their

shipping dollars when utilizing aviation." Practical analysis and direct consultation would give the shipper "immediately usable ideas, facts, and bread-and-butter tips."

Coverage is by correspondents and consultants spotted in different United States and foreign centers. *Payload's* mail address is: Box 246, New York 10, N. Y.

When the international air mail rates took a nosedive on November 1, 1946, tonnage began an almost immediate upward climb. Now Acting Second Assistant Postmaster General John J. Gillen, who is in charge of all American mail transportation, tells us that air mail tonnage to Europe during the past six months rose 60.18 per cent. Actually this is no surprise to us. It's the same old story of cheaper rates attracting more volume. This is an economic standby. Most interesting of the figures presented by Gillen are those for air mail dispatch to the Near East and Asia. The percentage of increase is a resounding 198.18.

When this month ends, so will American Airlines' Contract Air Cargo Division as a separate operating unit. Nearly a year ago CACD was organized to experiment with planeload shipments while AA concentrated on common carrier freight runs. Consolidation of the two services does not mean forsaking contract shipments; it will be continued, although Ralph S. Damon, AA's president, feels that "the greatest potential area of expansion for American Airlines is in the field of common carrier air cargo operation." Damon gives the cue that AA will place its greatest effort on the latter phase.

What the airline will do with CACD's

seven Skymasters has not been revealed, although it is assumed that the ships will be brought into scheduled freight service, at least when contracts are not available. No one has attached a "failure" tag to CACD's experiment. It is a matter of the higher-ups desiring a greater utilization of aircraft. (Ten hours a day per plane is the general average of a common carrier; CACD's reportedly is a maximum of six hours.) Nevertheless, planeload shipments balance the scales, and it is safe to say that CACD's air freight shipments during the past year approximated American's ton-mileage.

General headquarters for Air Cargo, Inc., ground and terminal service corporation organized by the United States scheduled airlines to coordinate cargo operations, have been set up in the Barr Building, 912 17th Street, N. W., Washington, D. C. The first of five field quarters to be established in strategic cities has been opened in the Century Building, 212 South State Street, Chicago, under the direction of E. G. Dowe. Similar offices will be opened soon at New York, San Francisco, Dallas, and Atlanta.

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By JOHN F. BUDD, JR.

AVIATION people, blessed with a fresh industry, have never been at loss for occasions to celebrate. Anniversaries follow commemorations, and these in turn are followed by just plain birthdays. The prolificacy of these celebrations is such that one more will probably not excite much of a stir, especially in the editorial rooms. Yet a small strata of New York's aviation society is throwing a modest affair next month, which, despite its inauspiciousness, is full of meaning.

It was just about two years ago that the airline salesmen in New York decided that they had their fill of the frantic service and sugarless Sanka in the local eateries where they occasionally gathered for short pre-work bull-sessions. The thought of meeting by themselves away from the hordes jam-packing the bistros at mealtime intrigued them. Although the solution was screaming for recognition it remained for Jack Forsyth, then one of TWA's traffic reps, to spot it. The Airlines Traffic Club of New York was the result. The rest is history, and it is this very history that the boys are celebrating, for their organization has been ripening for two years come the 10th of June.

There were a few doorbells that went unring that day in 1945 when 15 of New York's airline streetmen congregated at the Cornell Club wondering what was in the wind. Out of this meeting and several to follow the basic principles of the club were evolved. To foster and preserve an *esprit-de-corps*, only outside sales representatives of the airlines were to be eligible for membership. Upon reaching an executive airline position, a member was automatically shunted to an associate relationship.

Forsyth, the founder, was then switched to Philadelphia and Fred Quanger, also of TWA, became the first president of the group. His service in the top post was short-lived, and when he moved on to Paris, Warren King of United stepped in. The club really got a foothold during the latter's year in office, and then immediately after completion of his term, King skipped



Fiorello H. LaGuardia (center), principal speaker at a recent ALTC luncheon, talks over the New York airport situation with John F. Budd, publisher of *Air Transportation* and chairman of the Aviation Section, New York Board of Trade. Left to right are A. H. Gray, TACA; Budd; LaGuardia; Alfred Nyhlen, Scandinavian Airlines, ALTC president; Gordon Bulloch, BOAC.

both the club and the industry to enter the drug field. Dick McIntosh, a charter member was elected top man, but the high mortality among the club's presidents was to continue. McIntosh resigned suddenly, and like his predecessor, he departed from the aviation field, leaving Al Nyhlen of Scandinavian Airlines to pick up the ruling reins.

As things inevitably happen the lads were just getting their organization rolling smoothly when the spotlight was turned on them. Postwar load factors were falling off sharply and worried sales chiefs began to wonder what sort of men made up their outside sales soliciting forces. Wisely soft-pedaling the social side of their new venture, the ALTC sought speakers who could bring timely messages which would enable them to do a better job. To Frank Hunt went this unsung job of luring top-flight aviation names to talk before a relatively unknown club. Working voluntarily, and on something less than a shoestring budget, city, national, and international leaders were invited to participate. A broad range of programs covered such air shipping subjects as aviation law, airline safety, public relations in sales, and the economics of air shipping.

The boys knew that some of the

"bosses" had been harboring secret qualms that the organization was but a prelude to unionization. Obviously the big problem was to remove those shreds of doubt. An occasion was coming up which seemed made to order for the job. It was their first birthday. Inviting all the leading brass they could muster and their expense accounts could support, they went all out to put on a convincing shindig. Keynote of the affair was the broadcast of the guest speaker's remarks over WOR (Mutual Broadcasting System). So the top echelon boys came, took a good look, and went away sold, and, who knows, perhaps a little relieved.

While it's not all downhill yet, the going has become easier now. Airline presidents and aviation columnists alike follow the progress of the club through its monthly publication, *Skipstreams*, a two-page newsletter. A section in it is given to noting the graduation from New York's pavements of many members, for they are proud of them. There are, for example, Pete Mellon, TCA, and Bill Cotter, TWA, district traffic managers in New York and Harrisburg respectively; John "Jack" Forsyth, now a DTM for TWA in Philadelphia, and Bill Ferguson, assistant DTM for United in New York. Numerous others like Don

(Concluded on page 54)



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Trade-by-Air

(Continued from page 43)

a leading role in furthering this important instrument for the improvement of international trade. An example of this is the action taken by the Peruvian Government in the modernization and expansion of Lima's famed Limatambo airport to provide the most up-to-date facilities for handling the new four-engined planes and an increased flow of traffic.

As was the case with most Latin American countries, Peru stepped into the Air Age without fully developing the older methods of surface transportation such as railroads and highways. Air commerce thus has been an extremely important factor in the rapid progress Peru has made in recent years, especially aiding the opening up of the inland areas, where, because of difficult terrain, surface means of transportation are slow or inadequate. In the international sphere, it now requires only 23 hours flying time between Lima, Peru's capital, and New York, with service available daily in each direction. This contrasts with the more than a week required in 1929 for the first such commercial flight.

Such dramatic progress in international transportation is of direct value in the improvement of foreign commerce, binding ever more closely together the nations of this hemisphere. With the latest in modern aviation equipment now becoming available, air commerce will continue to provide even better avenues for the development of close commercial and political relations between Peru and the United States.

NETHERLANDS CHAMBER OF COMMERCE IN NEW YORK*

In past ages, the phantom ship, The Flying Dutchman, has symbolized the Dutch spirit of adventure in the fields of commerce. Today the expression has even a more literal significance as

Netherlands producers and manufacturers turn to the skyways to seek new commercial enterprises. *Time flies, so fly with the times* is the very apt slogan which signifies Dutch commercial evolution which is a direct outcome of the war.

The Netherlands and the United States have in past years enjoyed exceedingly important commercial relationships. Few people realize that the tiny Netherlands in 1938 nearly equalled its powerful neighbor Germany in the

amount of goods it imported from America, the Netherlands importing \$96,000,000 and Germany \$104,000,000. With the steady return to prewar conditions, air transportation is taking a more and more prominent role in the commerce between our two nations. The United States is sending relief parcels; spare parts for special machines and motors; and motion pictures by air cargo. In turn The Netherlands sends seeds, cut flowers, foodstuffs, collections of samples and perishable goods.



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*No author is credited because several persons contributed to the writing of this statement.



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MORGAN R. SCHERMERHORN, JR., since 1942 controller of the Glenn L. Martin Company, elected a vice president of the Baltimore firm. He is a member of the board.

WILLIAM L. ROME, elected vice president of the Tynan Travel Service. He has been associated with the transport industry for 18 years, and for the past seven years held important posts with EAL, TACA, ACT, and MAT.

GEORGE P. WYLLY, appointed treasurer of the Scandinavian Airlines System. For the past four years he served as chief auditor for Republic Aviation.

FLOYD C. GUSTAFSON, named general manager of Globe Freight Airline. He is a former sales manager of the Chandler Evans Division of Niles-Bement-Pond.

★ ADVERTISING ★ ★ PUBLIC RELATIONS ★

PHIL McKNIGHT, appointed public relations director of the Beech Aircraft Corporation. Successor of Homer Kelly who resigned, McKnight will also be in charge of advertising and publication of the *Beech Log*.

HAL A. GRAYSON, who has joined the staff of Mid-Continent Airlines as director of public relations. A former newspaper editor, he had been associated with TWA's news bureau for six years.

H. A. TAYLOR, new executive in charge of public relations matters for Airspeed, Ltd. He has been an aviation writer for 14 years.

★ SALES ★ ★ TRAFFIC ★

GEORGE B. SHAW, former General Motors executive, named director of commercial sales for the Glenn L. Martin Company. He is an AAF veteran.

LEE H. SMITH, a flyer since World War I days, appointed sales manager of the Beech Aircraft Corporation. He has been active in aviation sales and sales administration work since 1930.

RICHARD W. GOODSPEED, appointed general traffic manager of Philippine Air Lines. He will be in charge of developing PAL's traffic department on an international basis.

HARRY J. VERDERBER, named head of the TWA International Division's newly organized Agency and Interline Section. He has been with the airline since 1941.

JOSEPH W. LETZKUS, appointed regional traffic manager of the Africa-Middle East Region of TWA. He has served in the field of air transportation for 15 years.

CHARLES E. MANNSCHOTT, JR., named manager of rates and tariffs for Capital Airlines. He was formerly associated with TWA.

WALTER E. STEWART, now serving Capital Airlines as interline and agency representative in the New York area. He is a former AAF bomber pilot.

EUGENE C. WELCH, former traffic representative for Mid-Continent Airlines in Tulsa, elevated to the position of city traffic manager in that city. He has been with MCA since 1945.

M. BOHRER, appointed general manager of Miami Airlines' newly opened receiving station at 293 Church Street, New York.

H. V. GERNSHEIM, appointed manager of the newly established Air Traffic Department of Freedman and Slater, Inc., custom house brokers and foreign freight forwarders.

★ OPERATIONS ★

ARTHUR W. McGRATH, named operations manager in the United States for Linea Aeropostal Venezolana. McGrath was formerly with Colonial and NEA.

★ MISCELLANEOUS ★

FREDERICK V. H. JUDD, power-plant technical engineer for the Republic Aviation Corporation, honored with the SAE Wright Brothers Medal for 1946. The medal is awarded annually to the

author of the best paper on aerodynamics, structural theory, or airplane design presented before an SAE meeting.

PHILIP M. WILLCOX, elected vice president of Charles A. Rheinstrom, Inc., aviation consultants. He has held executive positions with United and TACA.

WILLIAM M. MATTHEWS, who has joined Luttrell and Senior, Inc., aviation consultants, as director of international field maintenance. He served as a lieutenant colonel in the last war.

Airdom

(Continued from page 46)

air from New York. That was just another item on Miss Ferraro's list.

What about our export air traffic? How are the destinations broken down? Miss Ferraro is shipping to most parts of the world, but at the present time the heaviest outgoing traffic is in the direction of Rio de Janeiro, Paris, London, Brussels, Stockholm, and Geneva.

How did CBS listeners react? Frankly, we don't know. But it's safe to bet that after this look behind the scenes, a certain portion of our population will attach even greater significance to air transportation.

Talewinds

(Continued from page 52)

Darrah and Ron McVicar of Northwest and Tom White of Eastern could be listed, for everyday brings new names to be added. Program-wise, the club is gaining notice and prestige. Only recently the controversial airport muddle in New York was outlined to the members by former Mayor Fiorella H. La Guardia. This made headlines.

Jokingly the boys have nicknamed their group, the Poor Man's Wings Club, but it is fitting that as New York fights to keep its hold as the world air center, the rank and file in the industry are taking their cue from New York's own pavement-pounders. Their example is being followed in Philadelphia and Washington. But the ALTC of New York, representing as it does 17 foreign and domestic lines, is far ahead.

So, on the 10th of June, the little heard about "goodwill ambassadors" of the airlines—the young men and women that are working hard to fill those seats—will tie down the second year of fellowship and progress for their own organization, joined by many of the one-time skeptical "bosses." June 10th will be a big day for the little people in aviation.



M. Schermerhorn W. L. Rome G. P. Wyll Phil McKnight H. A. Grayson G. B. Shaw H. J. Verderber R. Goodspeed L. H. Smith